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REPORT NUMBER 225-GTL-05-001

**SAFETY COMPLIANCE TESTING FOR  
FMVSS NO. 225  
CHILD RESTRAINT ANCHORAGE SYSTEMS  
LOWER AND TETHER ANCHORAGES**

**DAIMLERCHRYSLER CORPORATION  
2005 CHRYSLER 300, PASSENGER CAR  
NHTSA NO. C50301**

**GENERAL TESTING LABORATORIES, INC.  
1623 LEEDSTOWN ROAD  
COLONIAL BEACH, VIRGINIA 22443**



**SEPTEMBER 12, 2005**

**FINAL REPORT**

**PREPARED FOR**

**U. S. DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
SAFETY ENFORCEMENT  
OFFICE OF VEHICLE SAFETY COMPLIANCE  
400 SEVENTH STREET, SW  
ROOM 6111 (NVS-220)  
WASHINGTON, D.C. 20590**

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## SECTION 1

### PURPOSE OF COMPLIANCE TEST

#### 1.0 PURPOSE OF COMPLIANCE TEST

A 2005 Chrysler 300 Passenger Car was subjected to Federal Motor Vehicle Safety Standard (FMVSS) No. 225 testing to determine if the vehicle was in compliance with the requirements of the standard. The purpose of this standard is to establish requirements for child restraint anchorage systems to ensure their proper location and strength for the effective securing of child restraints, to reduce the likelihood of the anchorage systems' failure and to increase the likelihood that child restraints are properly secured and thus more fully achieve their potential effectiveness in motor vehicles.

- 1.1 The test vehicle was a 2005 Chrysler 300 Passenger Car. Nomenclature applicable to the test vehicle are:

- A. Vehicle Identification Number: 2C3JA43R95H150151
- B. NHTSA No.: C50301
- C. Manufacturer: DAIMLERCHRYSLER CORPORATION
- D. Manufacture Date: 05/04

#### 1.2 TEST DATE

The test vehicle was subjected to FMVSS No. 225 testing during the time period August 11-31, 2005.

## SECTION 2

### COMPLIANCE TEST RESULTS

#### 2.0 TEST RESULTS

All tests were conducted in accordance with NHTSA, Office of Vehicle Safety Compliance (OVSC) Laboratory Procedures, TP-225-01 dated 11 April 2005.

Based on the test performed, the 2005 CHRYSLER 300 PASSENGER CAR appeared to meet the requirements of FMVSS 225 testing.

**SECTION 3****COMPLIANCE TEST DATA****3.0 TEST DATA**

The following data sheets document the results of testing on the 2005 Chrysler 300 Passenger Car.

**DATA SHEET 1  
SUMMARY OF RESULTS**



VEH. MOD YR/MAKE/MODEL/BODY: 2005 CHRYSLER 300 PASSENGER CAR

VEH. NHTSA NO: C50301; VIN: 2C3JA43R95H150151

VEH. BUILD DATE: 05/04; TEST DATE: AUGUST 11-31, 2005

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE

#### A. VISUAL INSPECTION OF TEST VEHICLE

Upon receipt for completeness, function, and discrepancies or damage which might influence the testing.

RESULTS: OK FOR TEST

#### B. REQUIREMENTS FOR CHILD RESTRAINT SYSTEMS AND TETHER ANCHORAGES

	PASS	FAIL
DSP a	<u>X</u>	<u>      </u>
DSP b	<u>X</u>	<u>      </u>
DSP c	<u>X</u>	<u>      </u>

#### C. LOCATION OF TETHER ANCHORAGES

	PASS	FAIL
DSP a	<u>X</u>	<u>      </u>
DSP b	<u>X</u>	<u>      </u>
DSP c	<u>X</u>	<u>      </u>

#### D. LOWER ANCHORAGE DIMENSIONS

	PASS	FAIL
DSP a	<u>X</u>	<u>      </u>
DSP b	<u>X</u>	<u>      </u>
DSP c	<u>X</u>	<u>      </u>

DATA SHEET 1 CONTINUED  
SUMMARY OF RESULTS

**E. CONSPICUITY AND MARKING OF LOWER ANCHORAGES**

	PASS	FAIL
DSP a	<u>X</u>	<u>      </u>
DSP b	<u>X</u>	<u>      </u>
DSP c	<u>X</u>	<u>      </u>

**F. STRENGTH OF TETHER ANCHORAGES**

	PASS	FAIL
DSP a	<u>X</u>	<u>      </u>
DSP b	<u>X</u>	<u>      </u>
DSP c	<u>N/A</u>	<u>N/A</u>

**G. STRENGTH OF LOWER ANCHORAGES (Forward Force)**

	PASS	FAIL
DSP a	<u>N/A</u>	<u>N/A</u>
DSP b	<u>N/A</u>	<u>N/A</u>
DSP c	<u>X</u>	<u>      </u>

**H. STRENGTH OF LOWER ANCHORAGE (Lateral Force)**

	PASS	FAIL
DSP a	<u>N/A</u>	<u>N/A</u>
DSP b	<u>N/A</u>	<u>N/A</u>
DSP c	<u>N/A</u>	<u>N/A</u>

**I. OWNER'S MANUAL**

PASS	FAIL
<u>X</u>	<u>      </u>

REMARKS: DSP a = Center, DSP b = Right Rear Outboard, DSP c = Left Rear Outboard

RECORDED BY: \_\_\_\_\_

DATE: 08/31/05

APPROVED BY: \_\_\_\_\_

**DATA SHEET 2**  
**REQUIREMENTS FOR CHILD RESTRAINT ANCHORAGE SYSTEMS**  
**AND TETHER ANCHORAGES**

VEH. MOD YR/MAKE/MODEL/BODY: 2005 CHRYSLER 300 PASSENGER CAR  
 VEH. NHTSA NO: C50301; VIN: 2C3JA43R95H150151  
 VEH. BUILD DATE: 05/04; TEST DATE: AUGUST 11-31, 2005  
 TEST LABORATORY: GENERAL TESTING LABORATORIES  
 OBSERVERS: GRANT FARRAND, JIMMY LATANE

Number of rows of seats: 2  
 Number of rear, forward-facing designated seating positions: 3  
 Number of required CRAS (lower anchorages only, for convertibles/school buses): 2  
 Number of required tether anchorages (can be additional CRAS): 1  
 Is the vehicle a convertible? NO  
 Is the vehicle a school bus? NO

Does the vehicle have a CRAS (lower anchorage only, for convertibles/school buses) installed at a front passenger seating position? NO

If NO, skip to next question.

If YES, does the vehicle have rear designated seating positions? \_\_\_\_\_

If NO, does the vehicle have an air bag on-off switch or a special exemption for no passenger air bag?

If NO = FAIL If YES = PASS

If Yes, does the vehicle meet the requirements of S4.5.4.1 (b) of S208 and have and air bag on-off switch or a special exemption for no passenger air bag?

Record the distance between the front and rear seat back: \_\_\_\_\_

If Distance < 720 mm and vehicle has an air bag on-off switch or special exemption = PASS

If Distance ≥ 720 mm or no air bag on-off switch or no special exemption = FAIL

Does the vehicle have rear designated seating position(s) where the lower bars of a CRAS are prevented from being located because of transmission and/or suspension component interference? NO

If NO, skip to next question.

If YES, does the vehicle have a tether anchorage at a front passenger seating position?

YES = PASS NO = FAIL (S5(e))

Number of provided CRAS (lower anchorage only, for convertibles/school buses), indicate if a built-in child restraint is counted as a CRAS: 3

Is the number of provided CRAS (lower anchorages only, for convertible/school buses) greater than or equal to the number of required CRAS (lower anchorages only, for convertibles/school buses)? YES

YES = PASS NO = FAIL (S4.4(a) or (b) or (c))

DATA SHEET 2 CONTINUED

If the vehicle has 3 or more rows of seats is a CRAS (lower anchorage only for convertibles/school buses) provided in the second row: N/A

YES = PASS NO = FAIL (S4.4(a)(1))

Number of provided tether anchorages (can be additional CRAS) indicate if a built-in child restraint is counted as a tether anchorage (NOTE: a built-in child restraint can only be counted toward either the required number of CRAS or tether anchorages, not both): 3

Is the number of provided tether anchorages greater than or equal to the number of required tether anchorages? YES

YES = PASS NO = FAIL (S4.4 (a) or (b) or (c))

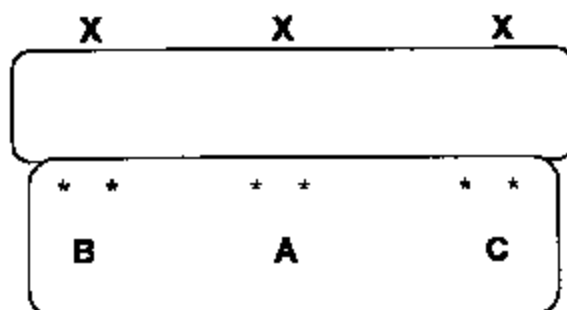
If the vehicle has 3 or more rear dsps and a non-outboard dsp, is a tether anchorage or CRAS provided at a non-outboard dsp? YES

YES = PASS NO = FAIL (S4.4 (a)(2))

Are all tether and lower anchorages available for use at all times when the seat is configured for passenger use? YES

YES = PASS NO = FAIL (S4.6 (b))

Provide a diagram showing the location of lower anchorages and/or tether anchorages.



X = Top Tether

\* = Lower Anchors

RECORDED BY: \_\_\_\_\_

DATE: 08/11/05

APPROVED BY: \_\_\_\_\_

**DATA SHEET 3**  
**LOCATION OF TETHER ANCHORAGES**

VEH. MOD YR/MAKE/MODEL/BODY: 2005 CHRYSLER 300 PASSENGER CAR

VEH. NHTSA NO: C50301; VIN: 2C3JA43R95H150151

VEH. BUILD DATE: 05/04; TEST DATE: AUGUST 11-31, 2005

TEST LABORATORY: GENERAL TESTING LABORATORIES

OBSERVERS: GRANT FARRAND, JIMMY LATANE

DESIGNATED SEATING POSITION: ROW 2 LEFT SIDE (DSP C)

Detailed description of the location of the tether anchorage:

Located on top of rear deck just behind seat back.

Based on visual inspection, is the tether anchorage within the shaded zone? YES

If YES = PASS, skip to next section

If NO, After constructing the shaded zone, is the tether anchorage within the shaded zone? \_\_\_\_\_

If YES = PASS, skip to next section

If NO, Is it possible to locate a tether anchorage within the shaded zone without removing a seating component? \_\_\_\_\_

If YES = FAIL (S6.2.1)

If NO, Is a tether routing device provided? \_\_\_\_\_

If YES = PASS

If NO = FAIL (S6.2.1.2)

Is the tether anchorage recessed? YES

If NO, skip to next question

If YES, is it outside of the tether strap wraparound area? YES

YES = PASS

NO = FAIL (S6.2.1)

Does the tether anchorage permit attachment of a tether hook? YES

YES = PASS

NO = FAIL (S6.1(a))

Is the tether anchorage accessible without the need for any tools other than a screwdriver or coin? YES

YES = PASS

NO = FAIL (S6.1(b))

After the tether anchorage is accessed, is it ready for use without the need for tools? YES

YES = PASS

NO = FAIL (S6.1(c))

Is the tether anchorage sealed to prevent the entry of exhaust fumes into the passenger compartment? YES

YES = PASS

NO = FAIL (S6.1(d))

If the DSP has a tether routing device, Is it flexible or rigid? N/A

DATA SHEET 3 CONTINUED

DESIGNATED SEATING POSITION: ROW 2 LEFT SIDE

If the DSP has a flexible tether routing device, after installing SFAD2 record the tether strap tension: N/A (Must be 60 N  $\pm$  5 N)

If the DSP has a flexible tether routing device, record the horizontal distance between the torso reference plane and the routing device: N/A  
 Greater than or equal to 65mm = PASS      Less than 65mm = FAIL

If the DSP has a rigid tether routing device, record the horizontal distance between the torso reference plane and the routing device: N/A  
 Greater than or equal to 100mm = PASS      Less than 100mm = FAIL

COMMENTS:

RECORDED BY: \_\_\_\_\_ DATE: 08/11/05

APPROVED BY: \_\_\_\_\_

DATA SHEET 3A  
 LOCATION OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2005 CHRYSLER 300 PASSENGER CAR

VEH. NHTSA NO: C50301; VIN: 2C3JA43R95H150151  
 VEH. BUILD DATE: 05/04; TEST DATE: AUGUST 11-31, 2005  
 TEST LABORATORY: GENERAL TESTING LABORATORIES  
 OBSERVERS: GRANT FARRAND, JIMMY LATANE

DESIGNATED SEATING POSITION: ROW 2 CENTER POSITION (DSP A)

Detailed description of the location of the tether anchorage:  
 Located on top of rear deck just behind seat back.

Based on visual inspection, is the tether anchorage within the shaded zone? YES

If YES = PASS, skip to next section

If NO, After constructing the shaded zone, is the tether anchorage within the shaded zone?

If YES = PASS, skip to next section

If NO, Is it possible to locate a tether anchorage within the shaded zone without removing a seating component?

If YES = FAIL (S6.2.1)

If NO, Is a tether routing device provided?

If YES = PASS

If NO = FAIL (S6.2.1.2)

Is the tether anchorage recessed? YES

If NO, skip to next question

If YES, Is it outside of the tether strap wraparound area? YES

YES = PASS

NO = FAIL (S6.2.1)

Does the tether anchorage permit attachment of a tether hook? YES

YES = PASS

NO = FAIL (S6.1(a))

Is the tether anchorage accessible without the need for any tools other than a screwdriver or coin? YES

YES = PASS

NO = FAIL (S6.1(b))

After the tether anchorage is accessed, is it ready for use without the need for tools? YES

YES = PASS

NO = FAIL (S6.1(c))

Is the tether anchorage sealed to prevent the entry of exhaust fumes into the passenger compartment? YES

YES = PASS

NO = FAIL (S6.1(d))

If the DSP has a tether routing device, is it flexible or rigid? N/A

#### DATA SHEET 3A CONTINUED

DESIGNATED SEATING POSITION: ROW 2 CENTER POSITION

If the DSP has a flexible tether routing device, after installing SFAD2 record the tether strap tension: N/A (Must be 60 N  $\pm$  5 N)

If the DSP has a flexible tether routing device, record the horizontal distance between the torso reference plane and the routing device: N/A  
 Greater than or equal to 65mm = PASS      Less than 65mm = FAIL

If the DSP has a rigid tether routing device, record the horizontal distance between the torso reference plane and the routing device: N/A  
 Greater than or equal to 100mm = PASS      Less than 100mm = FAIL

COMMENTS:

RECORDED BY: \_\_\_\_\_ DATE: 08/11/05

APPROVED BY: \_\_\_\_\_

DATA SHEET 3B  
 LOCATION OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2005 CHRYSLER 300 PASSENGER CAR  
 VEH. NHTSA NO: C50301; VIN: 2C3JA43R95H150151  
 VEH. BUILD DATE: 05/04; TEST DATE: AUGUST 11-31, 2005  
 TEST LABORATORY: GENERAL TESTING LABORATORIES  
 OBSERVERS: GRANT FARRAND, JIMMY LATANE



DESIGNATED SEATING POSITION: ROW 2 RIGHT SIDE (DSP B)

Detailed description of the location of the tether anchorage:  
Located on top of rear deck just behind seat back.

Based on visual inspection, is the tether anchorage within the shaded zone? YES

If YES = PASS, skip to next section

If NO, After constructing the shaded zone, is the tether anchorage within the shaded zone?

If YES = PASS, skip to next section

If NO, Is it possible to locate a tether anchorage within the shaded zone without removing a seating component?

If YES = FAIL (S6.2.1)

If NO, Is a tether routing device provided?

If YES = PASS

If NO = FAIL (S6.2.1.2)

Is the tether anchorage recessed? YES

If NO, skip to next question

If YES, Is it outside of the tether strap wraparound area? YES

YES = PASS

NO = FAIL (S6.2.1)

Does the tether anchorage permit attachment of a tether hook? YES

YES = PASS

NO = FAIL (S6.1(a))

Is the tether anchorage accessible without the need for any tools other than a screwdriver or coin? YES

YES = PASS

NO = FAIL (S6.1(b))

After the tether anchorage is accessed, is it ready for use without the need for tools? YES

YES = PASS

NO = FAIL (S6.1(c))

Is the tether anchorage sealed to prevent the entry of exhaust fumes into the passenger compartment? YES

YES = PASS

NO = FAIL (S6.1(d))

If the DSP has a tether routing device, is it flexible or rigid? N/A

#### DATA SHEET 3B CONTINUED

DESIGNATED SEATING POSITION: ROW 2 RIGHT SIDE

If the DSP has a flexible tether routing device, after installing SFAD2 record the tether strap tension: N/A (Must be 60 N  $\pm$  5 N)

If the DSP has a flexible tether routing device, record the horizontal distance between the torso reference plane and the routing device: N/A

Greater than or equal to 65mm = PASS

Less than 65mm = FAIL

If the DSP has a rigid tether routing device, record the horizontal distance between the torso reference plane and the routing device: N/A  
Greater than or equal to 100mm = PASS      Less than 100mm = FAIL

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APPROVED BY: \_\_\_\_\_

DATA SHEET 4  
LOWER ANCHORAGE DIMENSIONS

VEH. MOD YR/MAKE/MODEL/BODY: 2005 CHRYSLER 300 PASSENGER CAR  
VEH. NHTSA NO: C50301; VIN: 2C3JA43R95H150151  
VEH. BUILD DATE: 05/04; TEST DATE: AUGUST 11-31, 2005  
TEST LABORATORY: GENERAL TESTING LABORATORIES  
OBSERVERS: GRANT FARRAND, JIMMY LATANE

DESIGNATED SEATING POSITION: ROW 2 LEFT SIDE

Outboard Lower Anchorage bar diameter: 5.98

6mm  $\pm$  0.1 mm = PASS Other size = FAIL (S9.1.1(a))

Inboard Lower Anchorage bar diameter: 5.98

6mm  $\pm$  0.1mm = PASS Other size = FAIL (S9.1.1(a))

Are the bars straight, horizontal and transverse? YES

YES = PASS

NO = FAIL

Length of the straight portion of the bar (outboard lower anchorage): 26

Length  $\geq$  25mm = PASS Length  $<$  25mm = FAIL(S9.1.1(c) (i))

Length of the straight portion of the bar (inboard lower anchorage): 26

Length  $\geq$  25mm = PASS Length  $<$  25mm = FAIL(S9.1.1(c) (i))

Length between the anchor bar supports (outboard lower anchorage): 32

Length  $\leq$  60mm = PASS Length  $>$  60mm = FAIL(S9.1.1(c) (ii))

Length between the anchor bar supports (inboard lower anchorage): 32

Length  $\leq$  60mm = PASS Length  $>$  60mm = FAIL(S9.1.1(c) (ii))

CRF Pitch angle: 9.3

Angle =  $15^{\circ} \pm 10^{\circ}$  = PASS Angle  $\neq 15^{\circ} \pm 10^{\circ}$  = FAIL (S9.2.1)

CRF Roll angle: 0.0

Angle =  $0^{\circ} \pm 5^{\circ}$  = PASS Angle  $\neq 0^{\circ} \pm 5^{\circ}$  = FAIL (S9.2.1)

CRF Yaw angle: 0.0

Angle =  $0^{\circ} \pm 10^{\circ}$  = PASS Angle  $\neq 0^{\circ} \pm 10^{\circ}$  = FAIL (S9.2.1)

Distance between point Z on the CRF and the front surface of outboard anchor bar: 38

Distance  $\leq$  70mm = PASS Distance  $>$  70mm = FAIL

Distance between point Z on the CRF and the front surface of inboard anchor bar: 38

Distance  $\leq$  70mm = PASS Distance  $>$  70mm = FAIL

#### DATA SHEET 4 CONTINUED

DESIGNATED SEATING POSITION: ROW 2 LEFT SIDE

Distance between SgRP and the front surface of outboard anchor bar: 155

Distance  $\geq$  120mm = PASS Distance  $<$  120mm = FAIL

Distance between SgRP and the front surface of inboard anchor bar: 155

Distance  $\geq$  120mm = PASS Distance  $<$  120mm = FAIL

Based on visual observation, would a 100 N load cause the anchor bar to deform more than 5 mm? NO

If NO = PASS

If YES = FAIL (S9.1.1(g)), Provide further description of the attachment of the anchor

bar:

## COMMENTS:

RECORDED BY: \_\_\_\_\_ DATE: 08/11/05

APPROVED BY: \_\_\_\_\_

DATA SHEET 4A  
LOWER ANCHORAGE DIMENSIONS

VEH. MOD YR/MAKE/MODEL/BODY: 2005 CHRYSLER 300 PASSENGER CAR  
VEH. NHTSA NO: C50301; VIN: 2C3JA43R95H150151  
VEH. BUILD DATE: 05/04; TEST DATE: AUGUST 11-31, 2005  
TEST LABORATORY: GENERAL TESTING LABORATORIES  
OBSERVERS: GRANT FARRAND, JIMMY LATANE

DESIGNATED SEATING POSITION: ROW 2 CENTER

Outboard Lower Anchorage bar diameter: 5.98  
6mm  $\pm$  0.1 mm = PASS Other size = FAIL (S9.1.1(a))

Inboard Lower Anchorage bar diameter: 5.98  
6mm  $\pm$  0.1mm = PASS Other size = FAIL (S9.1.1(a))

Are the bars straight, horizontal and transverse? YES

YES = PASS

NO = FAIL

Length of the straight portion of the bar (outboard lower anchorage): 26  
 Length  $\geq 25\text{mm}$  = PASS    Length  $< 25\text{mm}$  = FAIL(S9.1.1(c) (i))

Length of the straight portion of the bar (Inboard lower anchorage): 26  
 Length  $\geq 25\text{mm}$  = PASS    Length  $< 25\text{mm}$  = FAIL(S9.1.1(c) (i))

Length between the anchor bar supports (outboard lower anchorage): 32  
 Length  $\leq 60\text{mm}$  = PASS    Length  $> 60\text{mm}$  = FAIL(S9.1.1(c) (ii))

Length between the anchor bar supports (inboard lower anchorage): 32  
 Length  $\leq 60\text{mm}$  = PASS    Length  $> 60\text{mm}$  = FAIL(S9.1.1(c) (ii))

CRF Pitch angle: 16.5  
 Angle =  $15^\circ \pm 10^\circ$  = PASS    Angle  $\neq 15^\circ \pm 10^\circ$  = FAIL (S9.2.1)

CRF Roll angle: 0.0  
 Angle =  $0^\circ \pm 5^\circ$  = PASS    Angle  $\neq 0^\circ \pm 5^\circ$  = FAIL (S9.2.1)

CRF Yaw angle: 0.0  
 Angle =  $0^\circ \pm 10^\circ$  = PASS    Angle  $\neq 0^\circ \pm 10^\circ$  = FAIL (S9.2.1)

Distance between point Z on the CRF and the front surface of outboard anchor bar: 70  
 Distance  $\leq 70\text{mm}$  = PASS    Distance  $> 70\text{mm}$  = FAIL

Distance between point Z on the CRF and the front surface of inboard anchor bar: 70  
 Distance  $\leq 70\text{mm}$  = PASS    Distance  $> 70\text{mm}$  = FAIL

## DATA SHEET 4A CONTINUED

DESIGNATED SEATING POSITION: ROW 2 CENTER

Distance between SgRP and the front surface of outboard anchor bar: 173  
 Distance  $\geq 120\text{mm}$  = PASS    Distance  $< 120\text{mm}$  = FAIL

Distance between SgRP and the front surface of inboard anchor bar: 174  
 Distance  $\geq 120\text{mm}$  = PASS    Distance  $< 120\text{mm}$  = FAIL

Based on visual observation, would a 100 N load cause the anchor bar to deform more than 5 mm? NO

If NO = PASS

If YES = FAIL (S9.1.1(g)), Provide further description of the attachment of the anchor bar:

COMMENTS:

RECORDED BY: \_\_\_\_\_ DATE: 08/11/05

APPROVED BY: \_\_\_\_\_

DATA SHEET 4B  
LOWER ANCHORAGE DIMENSIONSVEH. MOD YR/MAKE/MODEL/BODY: 2005 CHRYSLER 300 PASSENGER CARVEH. NHTSA NO: C50301; VIN: 2C3JA43R95H150151VEH. BUILD DATE: 05/04; TEST DATE: AUGUST 11-31, 2005TEST LABORATORY: GENERAL TESTING LABORATORIESOBSERVERS: GRANT FARRAND, JIMMY LATANEDESIGNATED SEATING POSITION: ROW 2 RIGHT SIDEOutboard Lower Anchorage bar diameter: 5.986mm  $\pm$  0.1 mm = PASS Other size = FAIL (S9.1.1(a))Inboard Lower Anchorage bar diameter: 5.986mm  $\pm$  0.1mm = PASS Other size = FAIL (S9.1.1(a))Are the bars straight, horizontal and transverse? YES

YES = PASS

NO = FAIL

Length of the straight portion of the bar (outboard lower anchorage): 26Length  $\geq$  25mm = PASS Length < 25mm = FAIL (S9.1.1(c) (i))Length of the straight portion of the bar (inboard lower anchorage): 26

Length  $\geq 25\text{mm}$  = PASS    Length  $< 25\text{mm}$  = FAIL(S9.1.1(c) (i))

Length between the anchor bar supports (outboard lower anchorage): 32  
 Length  $\leq 60\text{mm}$  = PASS    Length  $> 60\text{mm}$  = FAIL(S9.1.1(c) (ii))

Length between the anchor bar supports (inboard lower anchorage): 32  
 Length  $\leq 60\text{mm}$  = PASS    Length  $> 60\text{mm}$  = FAIL(S9.1.1(c) (ii))

CRF Pitch angle: 9.4  
 Angle =  $15^\circ \pm 10^\circ$  = PASS    Angle  $\neq 15^\circ \pm 10^\circ$  = FAIL (S9.2.1)

CRF Roll angle: 0.0  
 Angle =  $0^\circ \pm 5^\circ$  = PASS    Angle  $\neq 0^\circ \pm 5^\circ$  = FAIL (S9.2.1)

CRF Yaw angle: 0.0  
 Angle =  $0^\circ \pm 10^\circ$  = PASS    Angle  $\neq 0^\circ \pm 10^\circ$  = FAIL (S9.2.1)

Distance between point Z on the CRF and the front surface of outboard anchor bar: 36  
 Distance  $\leq 70\text{mm}$  = PASS    Distance  $> 70\text{mm}$  = FAIL

Distance between point Z on the CRF and the front surface of inboard anchor bar: 36  
 Distance  $\leq 70\text{mm}$  = PASS    Distance  $> 70\text{mm}$  = FAIL

#### DATA SHEET 4B CONTINUED

DESIGNATED SEATING POSITION: ROW 2 RIGHT SIDE

Distance between SgRP and the front surface of outboard anchor bar: 152  
 Distance  $\geq 120\text{mm}$  = PASS    Distance  $< 120\text{mm}$  = FAIL

Distance between SgRP and the front surface of inboard anchor bar: 153  
 Distance  $\geq 120\text{mm}$  = PASS    Distance  $< 120\text{mm}$  = FAIL

Based on visual observation, would a 100 N load cause the anchor bar to deform more than 5 mm? NO

If NO = PASS

If YES = FAIL (S9.1.1(g)). Provide further description of the attachment of the anchor bar:

## COMMENTS:

RECORDED BY: \_\_\_\_\_ DATE: 08/11/05

APPROVED BY: \_\_\_\_\_

DATA SHEET 5  
CONSPICUITY AND MARKING OF LOWER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2005 CHRYSLER 300 PASSENGER CARVEH. NHTSA NO: C50301; VIN: 2C3JA43R95H150151VEH. BUILD DATE: 05/04; TEST DATE: AUGUST 11-31, 2005TEST LABORATORY: GENERAL TESTING LABORATORIESOBSERVERS: GRANT FARRAND, JIMMY LATANEDESIGNATED SEATING POSITION: ROW 2 LEFT SIDEMARKING (Circles)Diameter of the circle: 15Diameter  $\geq 13\text{mm}$  = PASSDiameter  $< 13\text{mm}$  = FAIL (S9.5(a)(1))Does the circle have words, symbols or pictograms? SYMBOL

NO skip to next question

YES, are the meaning of the words, symbols or pictograms explained in the owner's manual? YES

YES = PASS

NO = FAIL (S9.5(a)(2))

Where is the circle located? Seat back or seat Cushion: Seat BackFor circles on seat backs, vertical distance from the center of the circle to the center of the anchor bar: 55

Distance between 50&amp;100mm = PASS Other Distance=FAIL (S9.5(a)(3))

For circles on seat cushions, horizontal distance from the center of the circle to the center of the bar: N/A



Distance between 75&125mm= PASS Other Distance=FAIL (S9.5(a)(3))

Lateral distance from the center of the circle to the center of the anchor bar: 15  
 Distances ≤ 25mm = PASS Distance > 25mm = FAIL (S9.5(a)(3))

**CONSPICUITY (No Circles)**

Is the anchor bar or guide visible when viewed from a point 30° above the horizontal in a vertical longitudinal plane bisecting the anchor bar or guide? N/A  
 YES = PASS NO = FAIL (S9.5(b))

If there is a guide, is it permanently attached? N/A  
 YES = PASS NO = FAIL (S9.5(b))

**DATA SHEET 5 CONTINUED**

DESIGNATED SEATING POSITION: ROW 2 LEFT SIDE

Is there a cap or cover over the anchor bar? N/A  
 If YES, Is the cap or cover marked with words, symbols or pictograms? \_\_\_\_\_  
 If NO = FAIL (S9.5(b))  
 If YES, Is the meaning of the words, symbols or pictograms explained in the owner's manual?  
 YES = PASS NO = FAIL (S9.5(b))  
 If NO, there are no requirements for having a cover.

RECORDED BY: \_\_\_\_\_

DATE: 08/11/05 \_\_\_\_\_

APPROVED BY: \_\_\_\_\_

DATA SHEET 5A  
CONSPICUITY AND MARKING OF LOWER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2005 CHRYSLER 300 PASSENGER CAR  
 VEH. NHTSA NO: C50301; VIN: 2C3JA43R95H150151  
 VEH. BUILD DATE: 05/04; TEST DATE: AUGUST 11-31, 2005  
 TEST LABORATORY: GENERAL TESTING LABORATORIES  
 OBSERVERS: GRANT FARRAND, JIMMY LATANE

DESIGNATED SEATING POSITION: ROW 2 CENTER

MARKING (Circles)

Diameter of the circle: 15  
 Diameter  $\geq 13\text{mm}$  = PASS      Diameter  $< 13\text{mm}$  = FAIL (S9.5(a)(1))

Does the circle have words, symbols or pictograms? SYMBOL  
 NO skip to next question  
 YES, are the meaning of the words, symbols or pictograms explained in the owner's manual?  
YES  
 YES = PASS      NO = FAIL (S9.5(a)(2))

Where is the circle located? Seat back or seat Cushion: Seat Back

For circles on seat backs, vertical distance from the center of the circle to the center of the anchor bar: 55  
 Distance between 50&100mm = PASS    Other Distance=FAIL (S9.5(a)(3))

For circles on seat cushions, horizontal distance from the center of the circle to the center of the bar: N/A  
 Distance between 75&125mm= PASS    Other Distance=FAIL (S9.5(a)(3))

Lateral distance from the center of the circle to the center of the anchor bar: 0  
 Distances  $\leq 25\text{mm}$  = PASS      Distance  $> 25\text{mm}$  = FAIL (S9.5(a)(3))

CONSPICUITY (No Circles)

Is the anchor bar or guide visible when viewed from a point  $30^\circ$  above the horizontal in a vertical longitudinal plane bisecting the anchor bar or guide? N/A  
 YES = PASS      NO = FAIL (S9.5(b))

If there is a guide, is it permanently attached? N/A  
 YES = PASS      NO = FAIL (S9.5(b))

DATA SHEET 5A CONTINUED

DESIGNATED SEATING POSITION: ROW 2 CENTER

Is there a cap or cover over the anchor bar? N/A

If YES, Is the cap or cover marked with words, symbols or pictograms? \_\_\_\_\_

If NO = FAIL (S9.5(b))

If YES, is the meaning of the words, symbols or pictograms explained in the owner's manual?

YES = PASS

NO = FAIL (S9.5(b))

If NO, there are no requirements for having a cover.

RECORDED BY: \_\_\_\_\_

DATE: 08/11/05

APPROVED BY: \_\_\_\_\_

DATA SHEET 5B

CONSPICUITY AND MARKING OF LOWER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2005 CHRYSLER 300 PASSENGER CAR

VEH. NHTSA NO: C50301; VIN: 2C3JA43R95H150151  
 VEH. BUILD DATE: 05/04; TEST DATE: AUGUST 11-31, 2005  
 TEST LABORATORY: GENERAL TESTING LABORATORIES  
 OBSERVERS: GRANT FARRAND, JIMMY LATANE

DESIGNATED SEATING POSITION: ROW 2 RIGHT SIDE

MARKING (Circles)

Diameter of the circle: 15  
 Diameter  $\geq 13\text{mm}$  = PASS      Diameter  $< 13\text{mm}$  = FAIL (S9.5(a)(1))

Does the circle have words, symbols or pictograms? SYMBOL  
 NO skip to next question  
 YES, are the meaning of the words, symbols or pictograms explained in the owner's manual?  
YES  
 YES = PASS      NO = FAIL (S9.5(a)(2))

Where is the circle located? Seat back or seat Cushion: Seat Back

For circles on seat backs, vertical distance from the center of the circle to the center of the anchor bar: 55  
 Distance between 50&100mm = PASS      Other Distance=FAIL (S9.5(a)(3))

For circles on seat cushions, horizontal distance from the center of the circle to the center of the bar: N/A  
 Distance between 75&125mm= PASS      Other Distance=FAIL (S9.5(a)(3))

Lateral distance from the center of the circle to the center of the anchor bar: 15  
 Distances  $\leq 25\text{mm}$  = PASS      Distance  $> 25\text{mm}$  = FAIL (S9.5(a)(3))

CONSPICUITY (No Circles)

Is the anchor bar or guide visible when viewed from a point 30° above the horizontal in a vertical longitudinal plane bisecting the anchor bar or guide? N/A  
 YES = PASS      NO = FAIL (S9.5(b))

If there is a guide, is it permanently attached? N/A  
 YES = PASS      NO = FAIL (S9.5(b))

DATA SHEET 5B CONTINUED

DESIGNATED SEATING POSITION: ROW 2 RIGHT SIDE

Is there a cap or cover over the anchor bar? N/A  
 If YES, Is the cap or cover marked with words, symbols or pictograms? \_\_\_\_\_

If NO = FAIL (S9.5(b))

If YES, is the meaning of the words, symbols or pictograms explained in the owner's manual?

YES = PASS      NO = FAIL (S9.5(b))

If NO, there are no requirements for having a cover.

RECORDED BY: \_\_\_\_\_ DATE: 08/11/05

APPROVED BY: \_\_\_\_\_

DATA SHEET 8  
STRENGTH OF TETHER ANCHORAGES

VEH. MOD YR/MAKE/MODEL/BODY: 2005 CHRYSLER 300 PASSENGER CAR  
VEH. NHTSA NO: C50301; VIN: 2C3JA43R95H150151  
VEH. BUILD DATE: 05/04; TEST DATE: AUGUST 11-31, 2005  
TEST LABORATORY: GENERAL TESTING LABORATORIES  
OBSERVERS: GRANT FARRAND, JIMMY LATANE

TEST NO: 5318DESIGNATED SEATING POSITION: ROW 2 CENTER (DSP "A")SFAD: 2Seat Back Angle: 27°Location of seat back angle measurement: 2D TemplateHead Restraint Position: N/AD-ring Position: N/AForce at Point X (lower front crossmember for SFAD2) while securing belts and tether: 135 NLap belt tension: N/A (SFAD 1 only)Tether strap tension: 62 NAngle (measured above the horizontal at 500 N): 10°Separation of tether anchorage at 500 N: NO  
NO = PASS YES = FAIL (S6.3.1)Force application rate: 575 N/STime to reach maximum force (24-30 s): 26Maximum force (14,950 N ± 50 N): 14,932 NTested simultaneously with another DSP? NO

COMMENTS:

RECORDED BY: \_\_\_\_\_ DATE: 08/31/05

APPROVED BY: \_\_\_\_\_

DATA SHEET 6A  
STRENGTH OF TETHER ANCHORAGESVEH. MOD YR/MAKE/MODEL/BODY: 2005 CHRYSLER 300 PASSENGER CAR  
VEH. NHTSA NO: C50301; VIN: 2C3JA43R95H150151  
VEH. BUILD DATE: 05/04; TEST DATE: AUGUST 11-31, 2005  
TEST LABORATORY: GENERAL TESTING LABORATORIES  
OBSERVERS: GRANT FARRAND, JIMMY LATANE

TEST NO: 5319DESIGNATED SEATING POSITION: ROW 2 RIGHT SIDE (DSP "B")SFAD: 2Seat Back Angle: 27°Location of seat back angle measurement: 2D TemplateHead Restraint Position: FixedD-ring Position: N/AForce at Point X (lower front crossmember for SFAD2) while securing belts and tether: 135 NLap belt tension: N/A (SFAD 1 only)Tether strap tension: 58 NAngle (measured above the horizontal at 500 N): 10°Separation of tether anchorage at 500 N: NO  
NO = PASS YES = FAIL (S6.3.1)Force application rate: 575 N/STime to reach maximum force (24-30 s): 26Maximum force (14,950 N ± 50 N): 14,919 NTested simultaneously with another DSP? NO

COMMENTS:

RECORDED BY: \_\_\_\_\_

DATE: 08/31/05

APPROVED BY: \_\_\_\_\_

DATA SHEET 7  
STRENGTH OF LOWER ANCHORAGES (Forward Force)VEH. MOD YR/MAKE/MODEL/BODY: 2005 CHRYSLER 300 PASSENGER CARVEH. NHTSA NO: C50301; VIN: 2C3JA43R95H150151VEH. BUILD DATE: 05/04; TEST DATE: AUGUST 11-31, 2005TEST LABORATORY: GENERAL TESTING LABORATORIESOBSERVERS: GRANT FARRAND, JIMMY LATANE



TEST NO: 5320DESIGNATED SEATING POSITION: ROW 2 LEFT SIDE (DSP "C")Seat Back Angle: 27°Location of seat back angle measurement: 2D TemplateHead Restraint Position: FixedForce at lower front crossmember for SFAD2 while tightening rearward extensions: 135 NAngle (measured above the horizontal at 500 N): 10°Force application rate: 423 N/STime to reach maximum force (24-30 s): 26Maximum force (10,950 N  $\pm$  50 N): 10,973 N (3357 lbs.)Displacement, H1 (at 500 N): 0.0Displacement, H2 (at maximum load): 51 mm  
Displacement > 175 mm = FAIL (S9.4.1(a))Tested simultaneously with another DSP? NODistance between adjacent DSP's: 380

COMMENTS:

RECORDED BY: \_\_\_\_\_

DATE: 08/31/05

APPROVED BY: \_\_\_\_\_

DATA SHEET 8  
OWNER'S MANUAL

VEH. MOD YR/MAKE/MODEL/BODY: 2005 CHRYSLER 300 PASSENGER CAR  
VEH. NHTSA NO: C50301; VIN: 2C3JA43R95H150151  
VEH. BUILD DATE: 05/04; TEST DATE: AUGUST 11-31, 2005  
TEST LABORATORY: GENERAL TESTING LABORATORIES  
OBSERVERS: GRANT FARRAND, JIMMY LATANE

Description of which DSP's are equipped with tether anchorages and child restraint anchorage systems: YES

PASS X FAIL \_\_\_\_\_

Step-by-step instructions for properly attaching a child restraint system's tether strap to the tether anchorage. Diagrams are required. YES

PASS X FAIL \_\_\_\_\_

Description of how to properly use the tether anchorage and lower anchor bars: YES

PASS X FAIL \_\_\_\_\_

If the lower anchor bars are marked with a circle, an explanation of what the circle indicates as well as any words or pictograms: YES

PASS X FAIL \_\_\_\_\_

COMMENTS:

RECORDED BY: \_\_\_\_\_

DATE: 08/11/05

APPROVED BY: \_\_\_\_\_

**SECTION 4**  
**INSTRUMENTATION AND EQUIPMENT LIST**

**TABLE 1 - INSTRUMENTATION & EQUIPMENT LIST**

<b>EQUIPMENT</b>	<b>DESCRIPTION</b>	<b>MODEL/ SERIAL NO.</b>	<b>CAL. DATE</b>	<b>NEXT CAL. DATE</b>
COMPUTER	AT&T	486DX266	BEFORE USE	BEFORE USE
LOAD CELL	INTERFACE	496	01/05	01/06
LINEAR TRANSDUCER	SERVO SYSTEMS	20	BEFORE USE	BEFORE USE
SEAT BELT LOAD CELL	TRANSDUCER	135	BEFORE USE	BEFORE USE
SEAT BELT LOAD CELL	TRANSDUCER	137	BEFORE USE	BEFORE USE
LEVEL	STANLEY	42-449	02/05	02/06
FORCE GAUGE	CHATILLON	8781	BEFORE USE	BEFORE USE
CALIPER	N/A	Q9322365	BEFORE USE	BEFORE USE
CRF	MEASUREMENT FIXTURE	GTL CRF	BEFORE USE	BEFORE USE
SFAD 1	FORCE APPLICATION DEVICE	GTL SFAD 1	BEFORE USE	BEFORE USE
SFAD 2	FORCE APPLICATION DEVICE	GLT SFAD 2	BEFORE USE	BEFORE USE

SECTION 5  
PHOTOGRAPHS



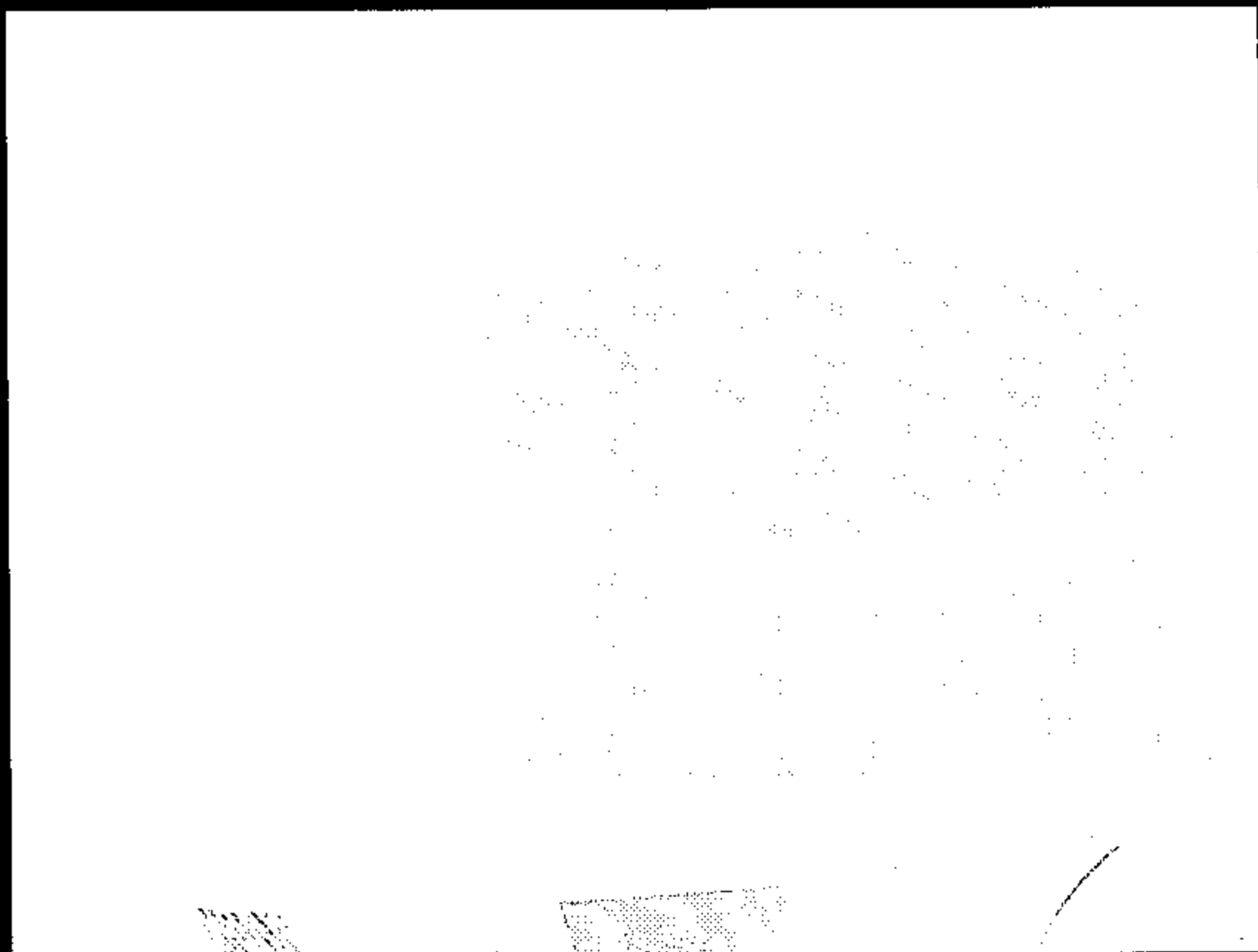
2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.1  
¾ FRONTAL RIGHT SIDE VIEW OF VEHICLE



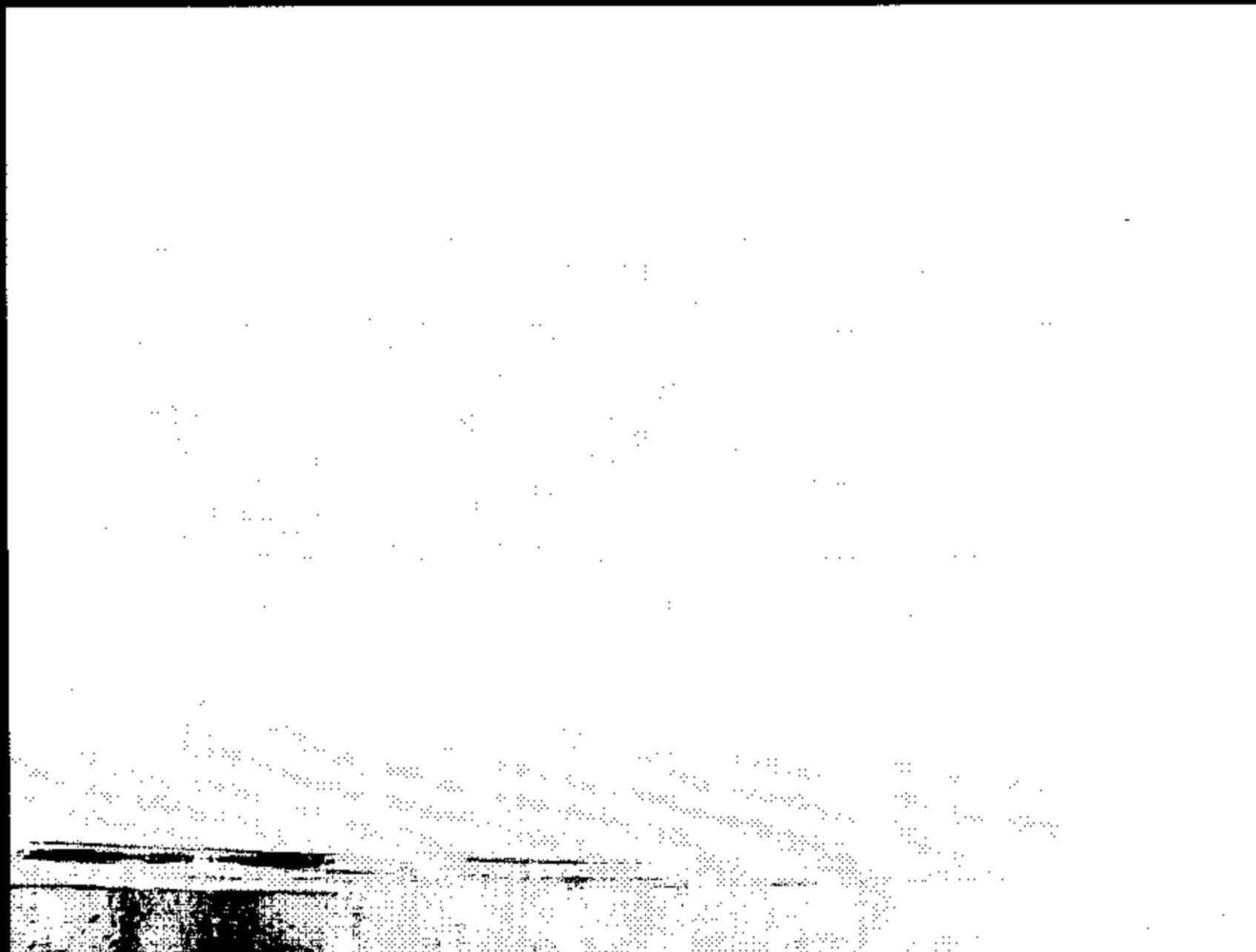
2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.2  
¾ REARWARD LEFT SIDE VIEW OF VEHICLE



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

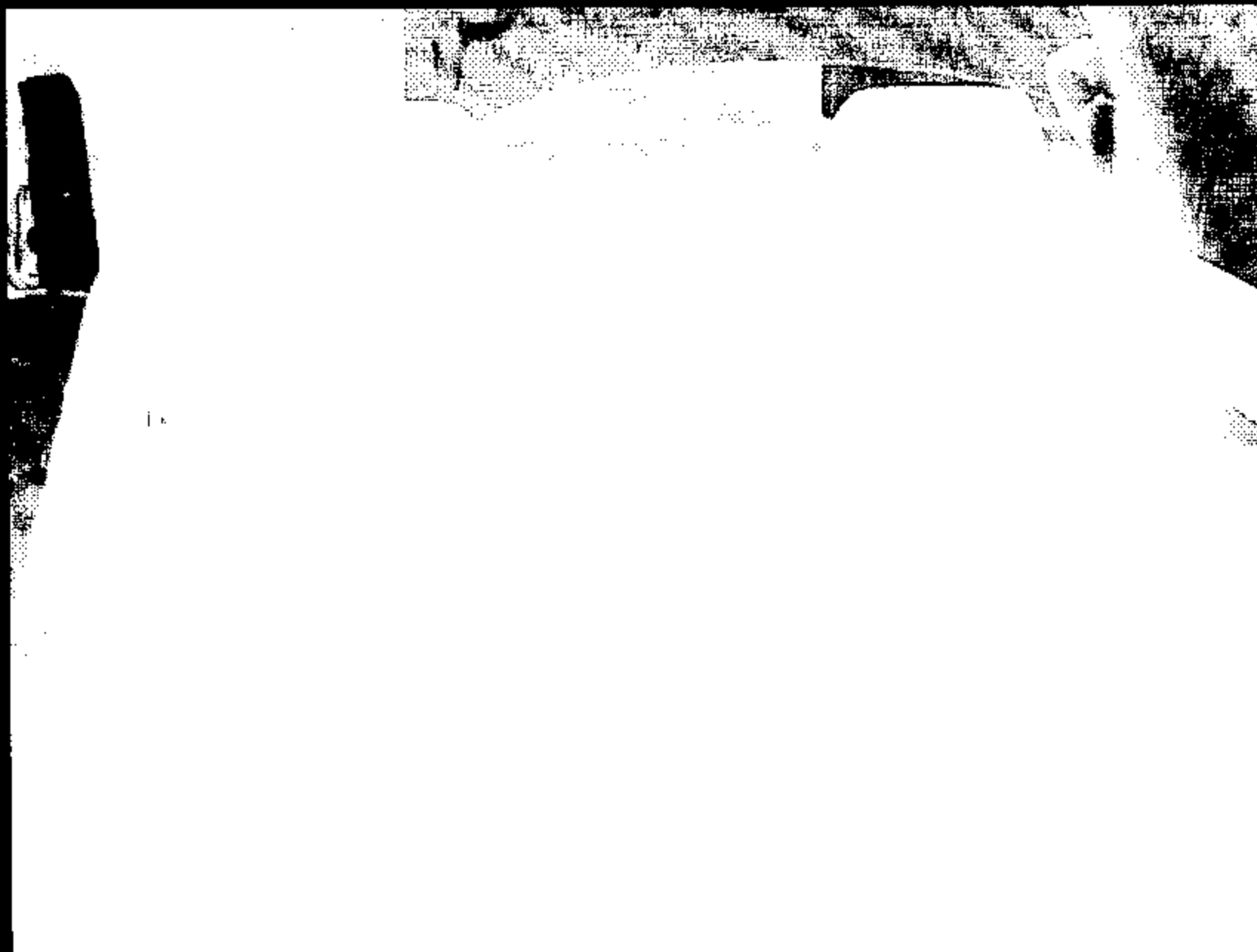
FIGURE 5.3  
CLOSE-UP VIEW OF VEHICLE CERTIFICATION  
LABEL



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

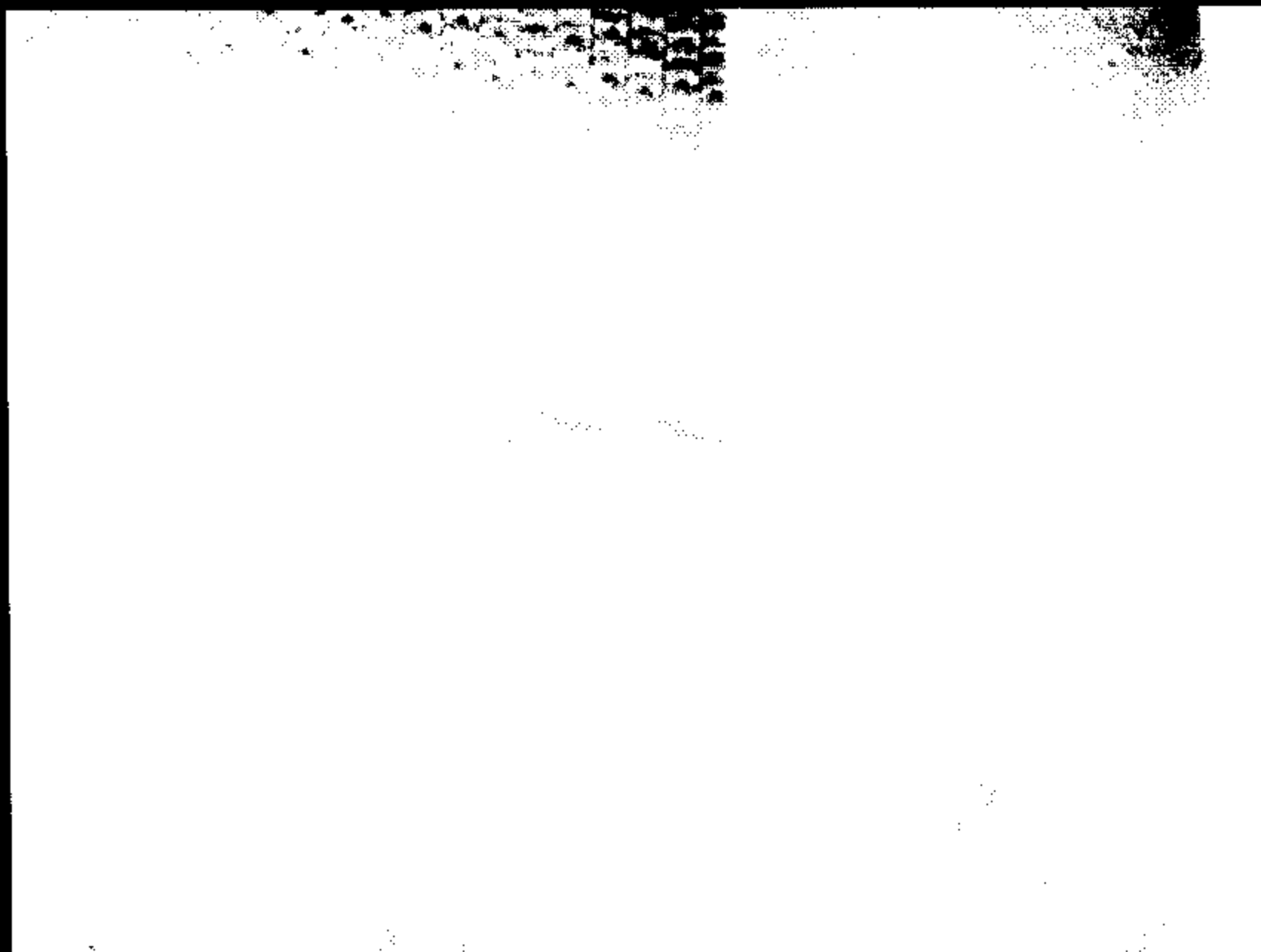
FIGURE 5.4  
CLOSE-UP VIEW OF VEHICLE TIRE  
INFORMATION LABEL





2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.5  
OVERALL VIEW OF ROW 2 SEATING POSITIONS,  
PRE-TEST



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.6  
ROW 2, LEFT SIDE OUTBOARD LOWER ANCHOR  
PRE-TEST



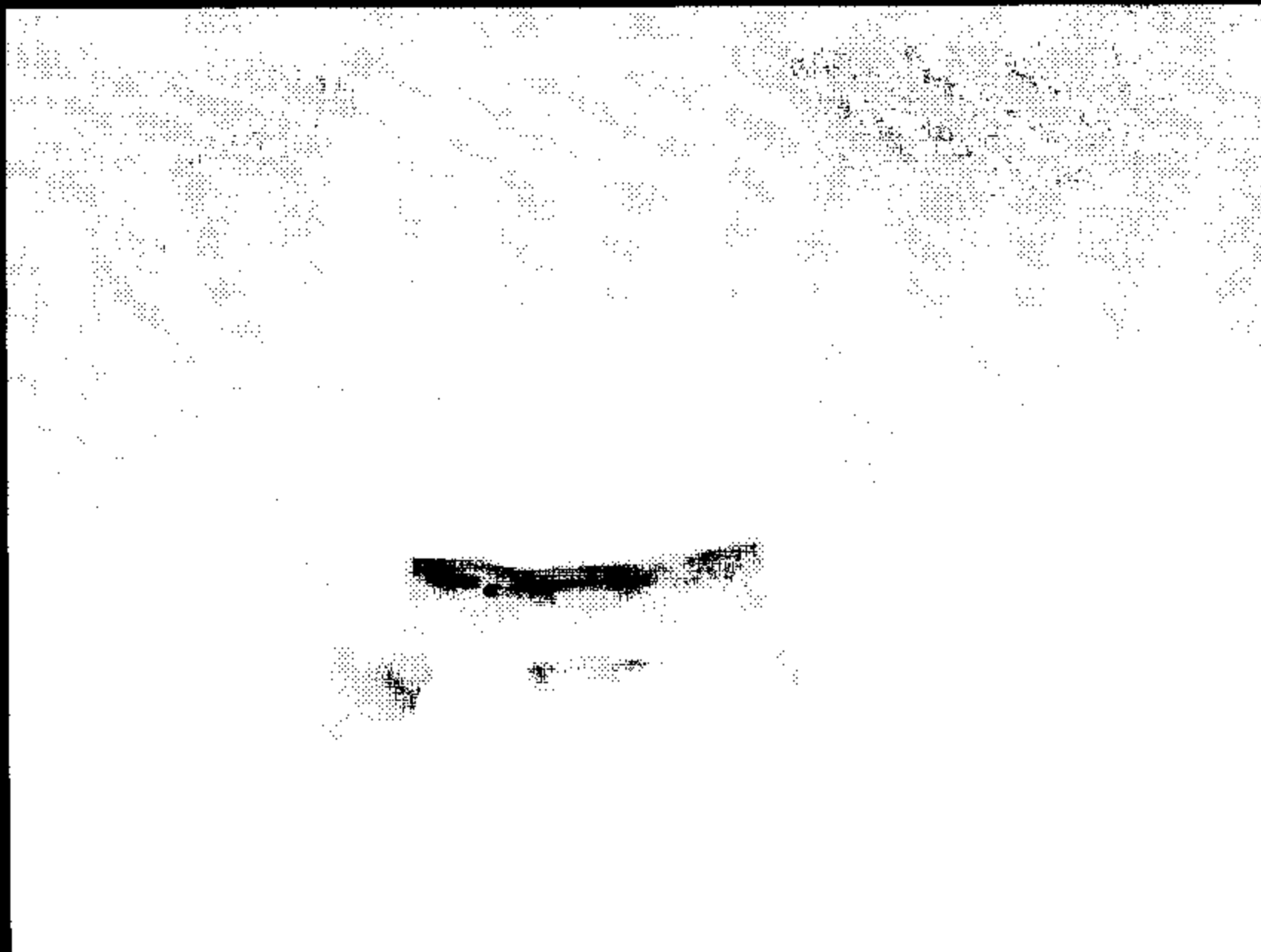
2005 CHRYSLER 300  
NHTSA NO. C503D1  
FMVSS NO. 225

FIGURE 5.7  
ROW 2, LEFT SIDE INBOARD LOWER ANCHOR,  
PRE-TEST



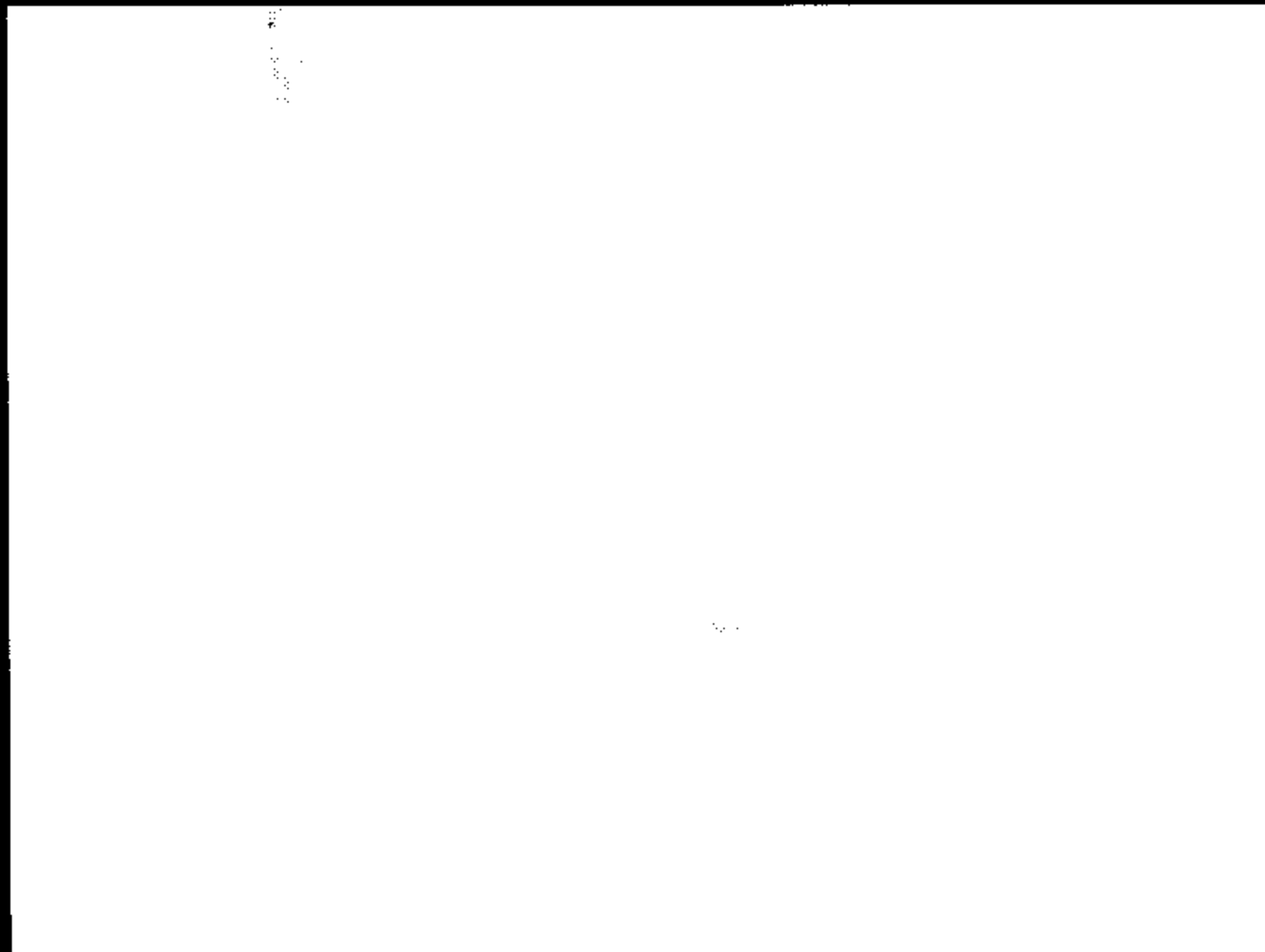
2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.8  
TYPICAL TOP TETHER COVER WITH SYMBOL



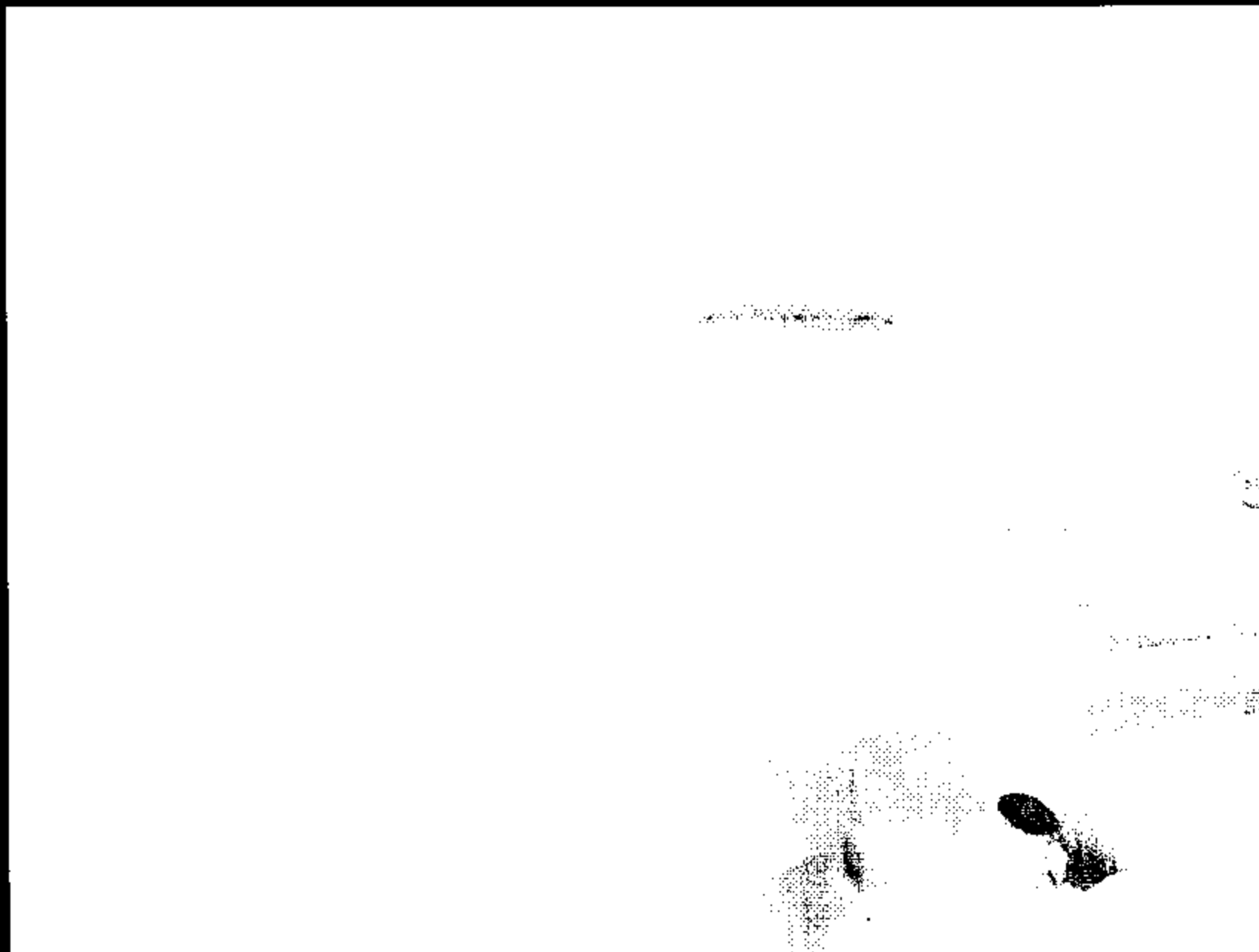
2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.9  
ROW 2, LEFT SIDE TOP TETHER ANCHOR,  
PRE-TEST



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.10  
ROW 2, RIGHT SIDE OUTBOARD LOWER ANCHOR,  
PRE-TEST



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

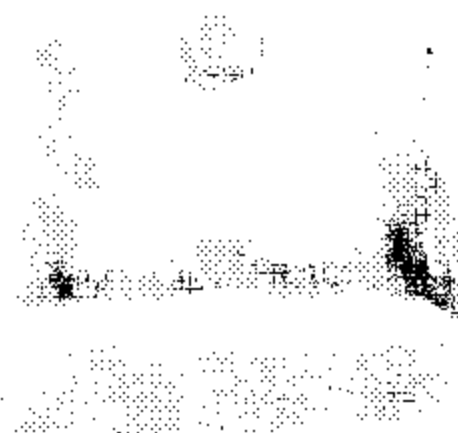
FIGURE 5.11  
ROW 2, RIGHT SIDE INBOARD LOWER ANCHOR,  
PRE-TEST



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.12  
ROW 2, RIGHT SIDE TOP TETHER ANCHOR,  
PRE-TEST





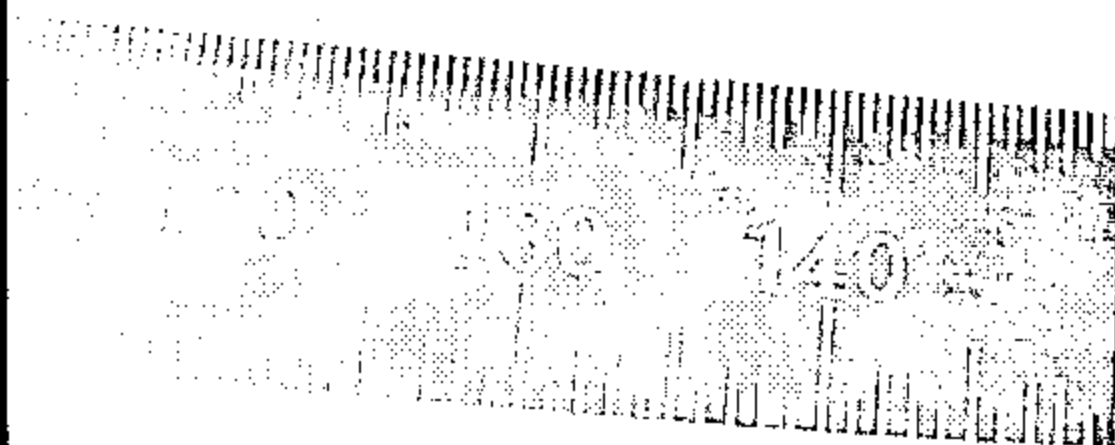
2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.13  
ROW 2, CENTER, RIGHT LOWER ANCHOR,  
PRE-TEST



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.14  
ROW 2, CENTER, LEFT LOWER ANCHOR,  
PRE-TEST



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.15  
LOWER ANCHOR SYMBOL MEASUREMENT



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 6.18  
ROW 2, LEFT SIDE WITH CRF

YO

HOLD

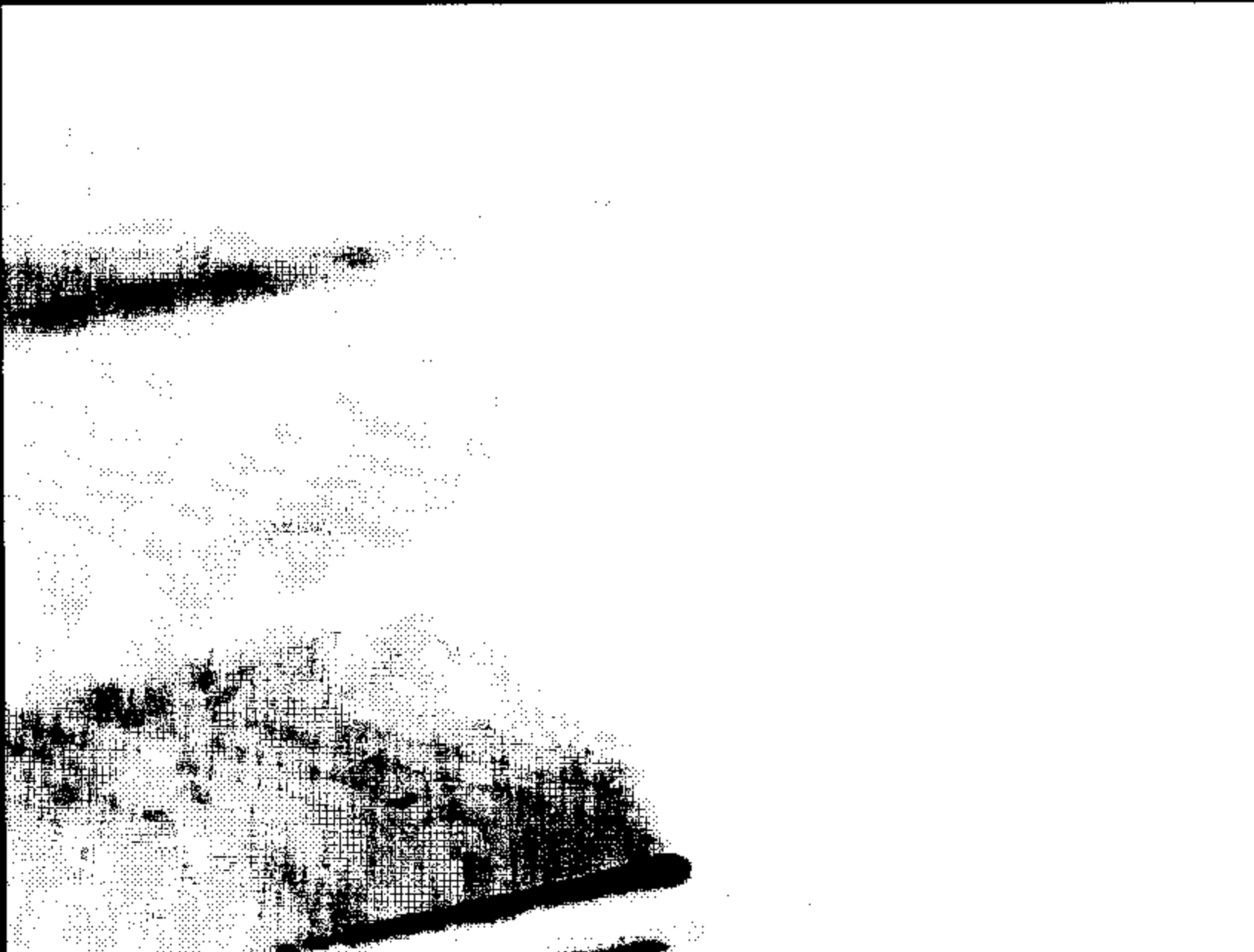
Pro 360

HOLD

HOLD

PROTRACTOR

950-315



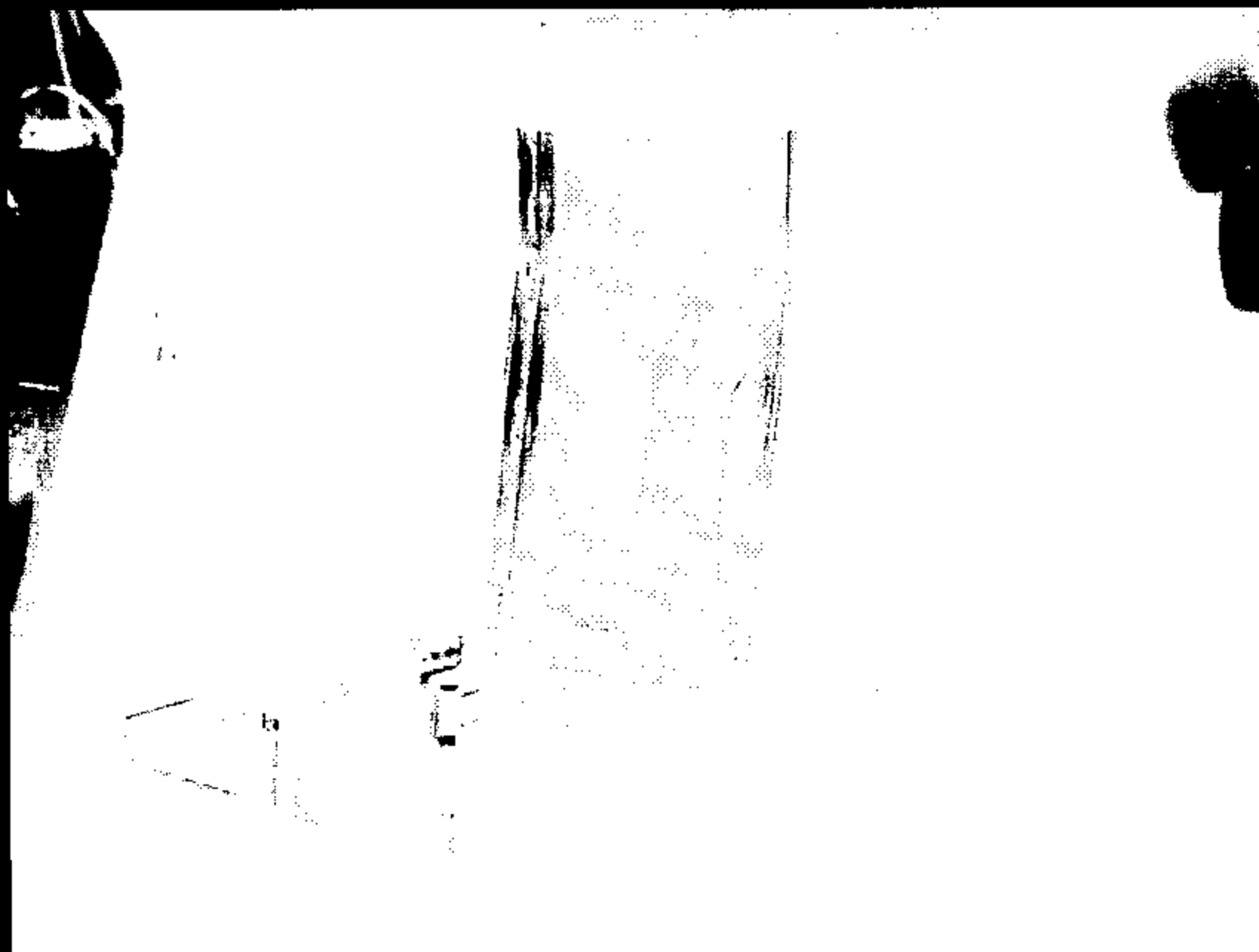
2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.18  
ROW 2, LEFT SIDE OUTBOARD CRF MEASURE-  
MENT



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

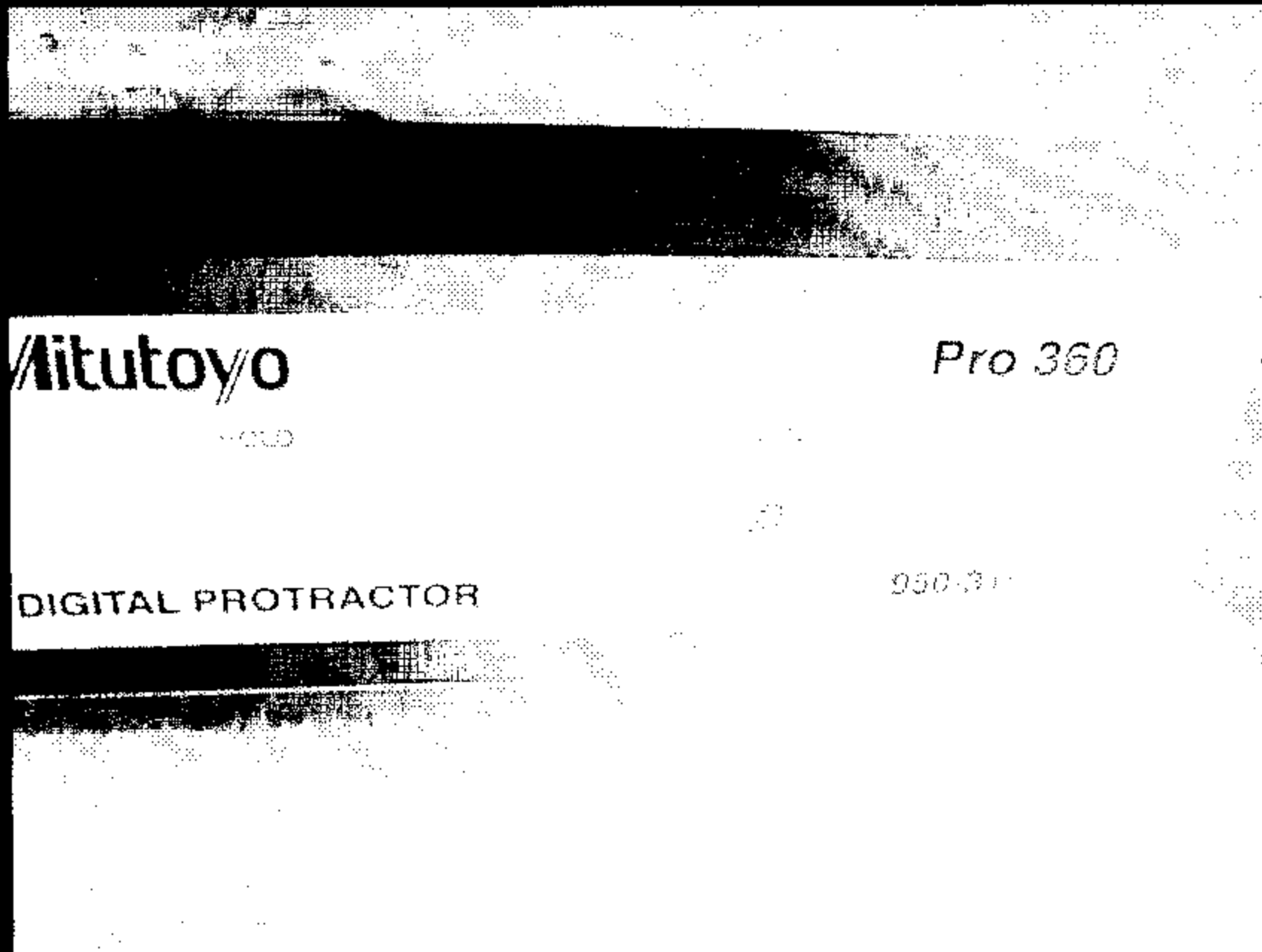
FIGURE 5.19  
ROW 2, LEFT SIDE INBOARD CRF MEASURE-  
MENT



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

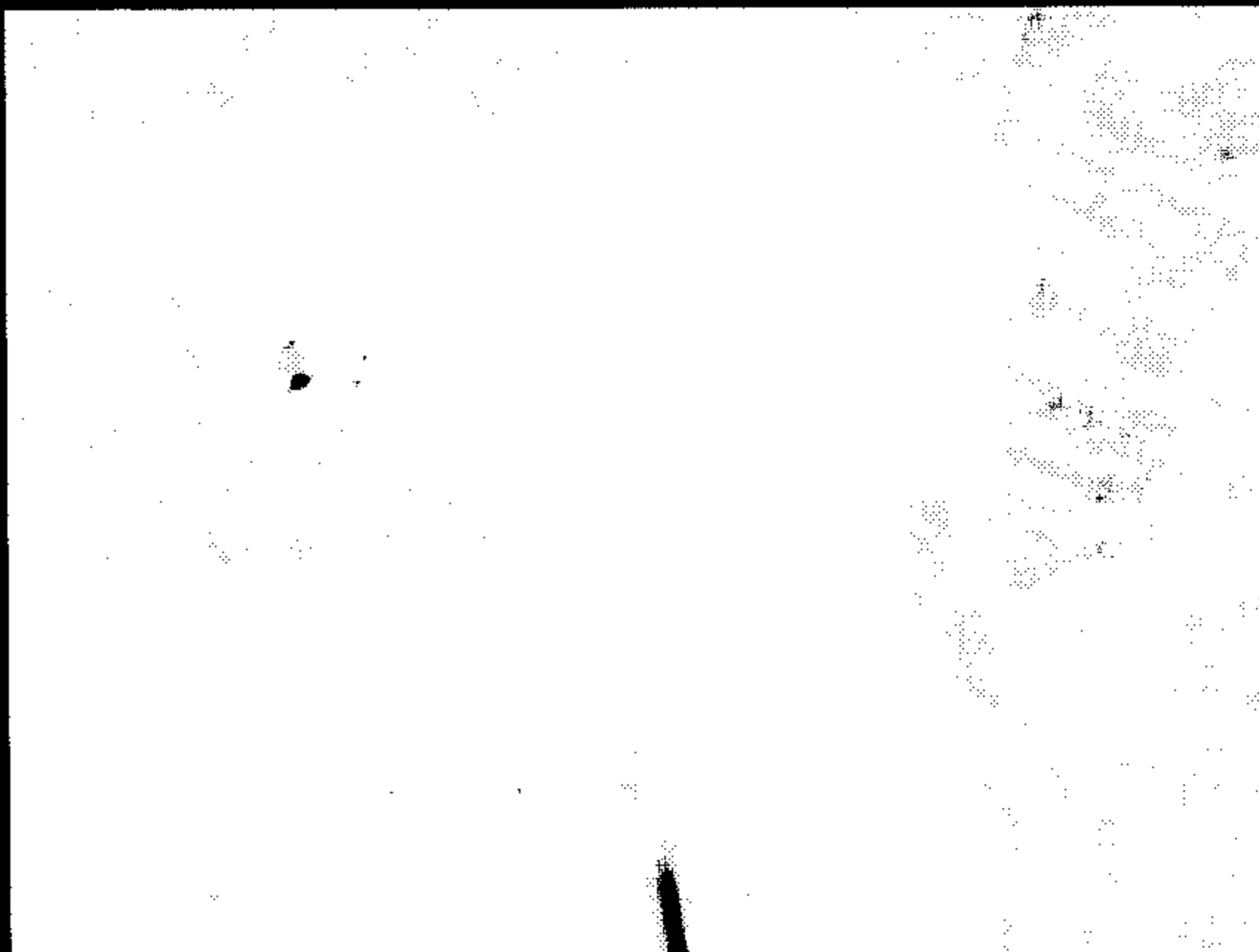
FIGURE 5.20  
ROW 2, CENTER WITH CRF





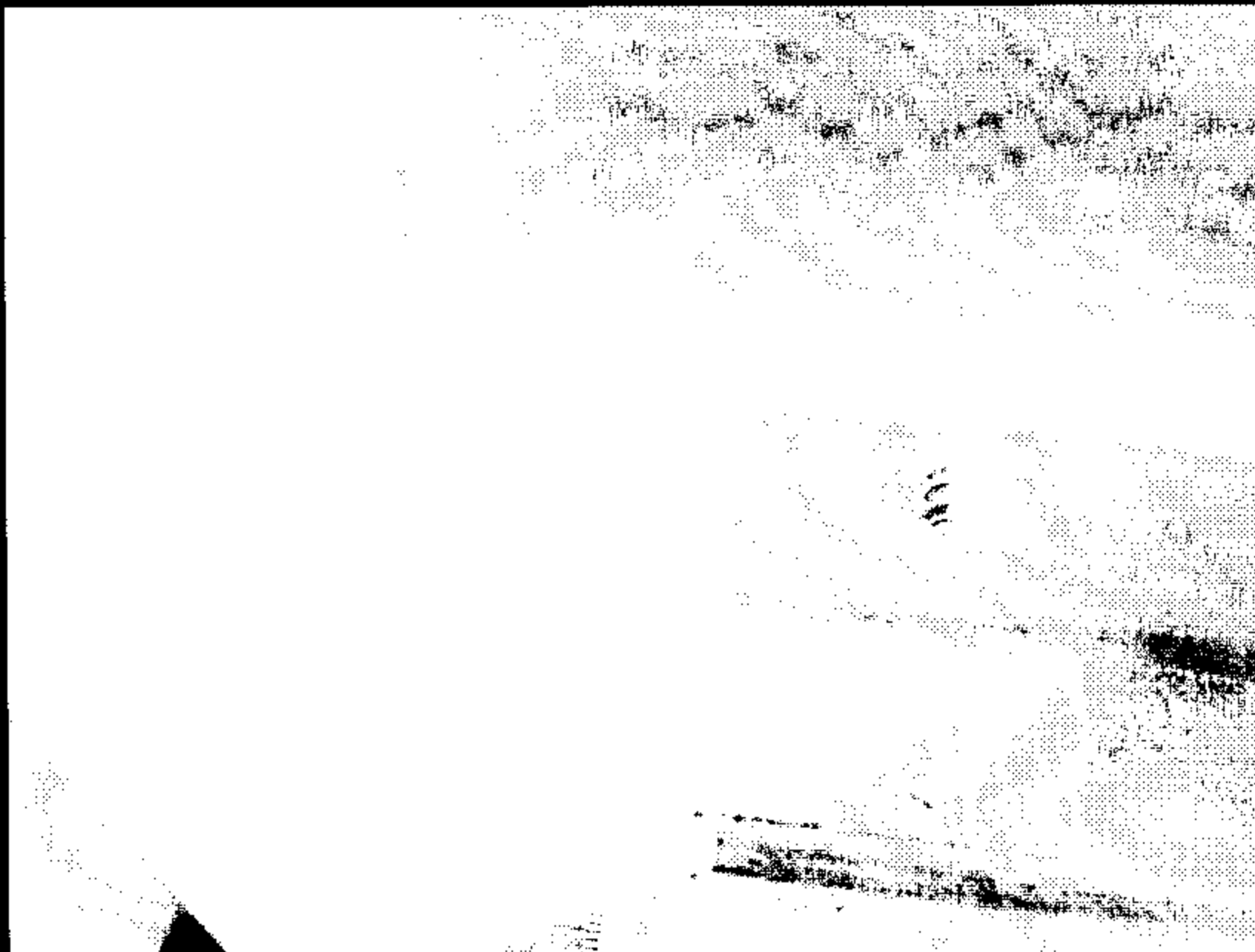
2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.21  
ROW 2 CENTER CRF PITCH MEASUREMENT



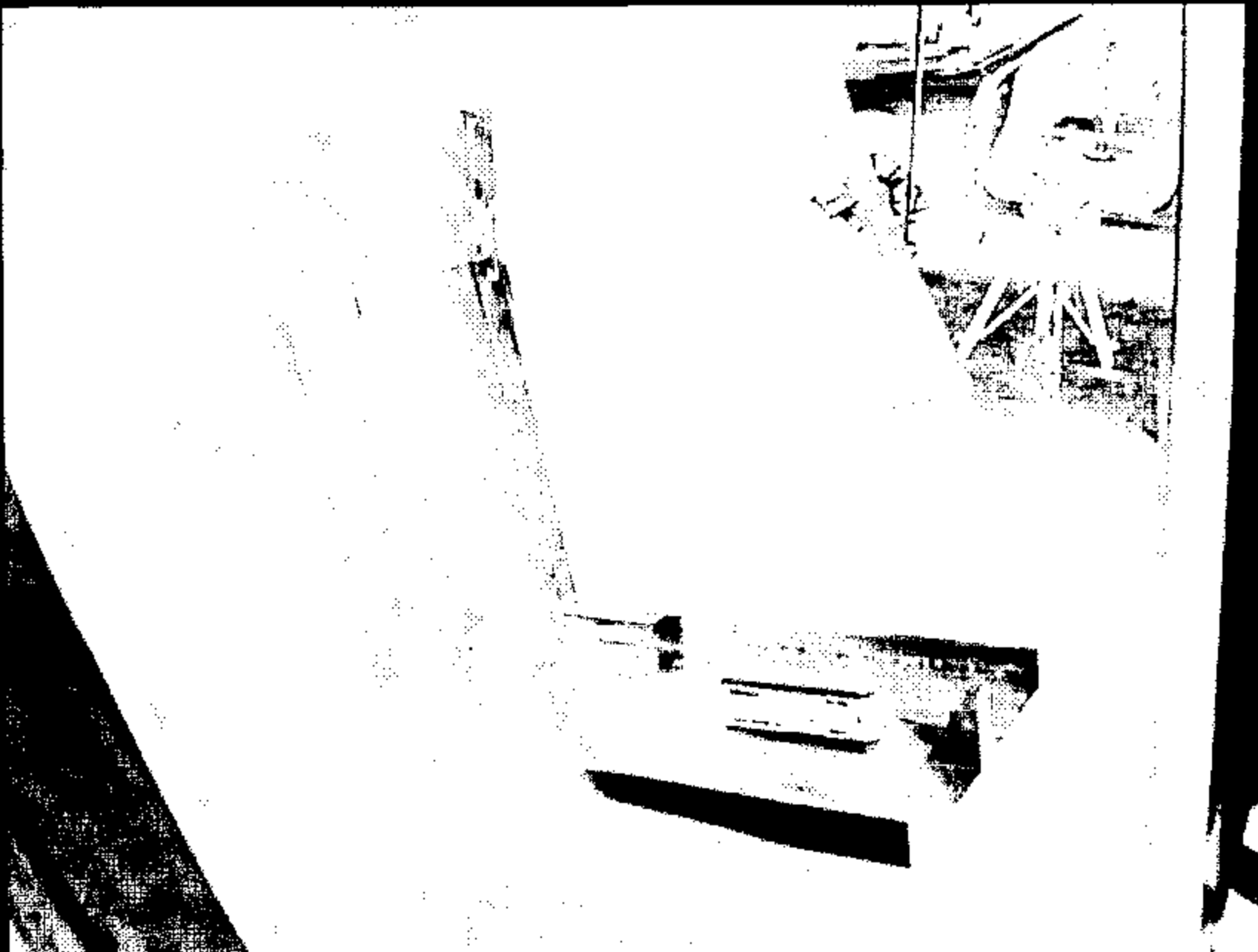
2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.22  
ROW 2, CENTER, LEFT SIDE CRF MEASURE-  
MENT



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.23  
ROW 2, CENTER, RIGHT SIDE CRF MEASURE-  
MENT



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.24  
ROW 2, RIGHT SIDE WITH CRF



Mitutoyo

Pro 360

DIGITAL PROTRACTOR

950-315



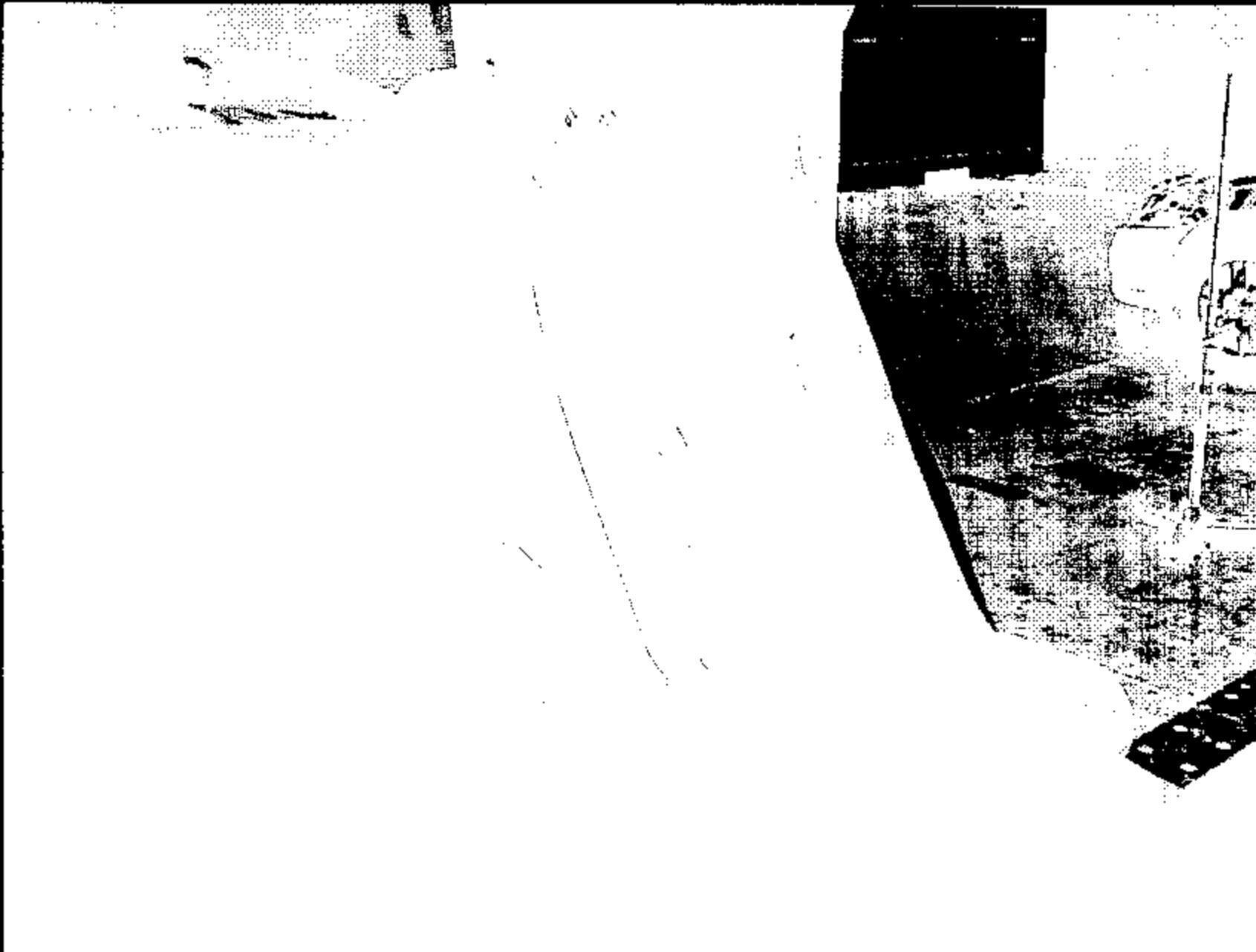
2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.26  
ROW 2, RIGHT SIDE INBOARD CRF MEASURE-  
MENT



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

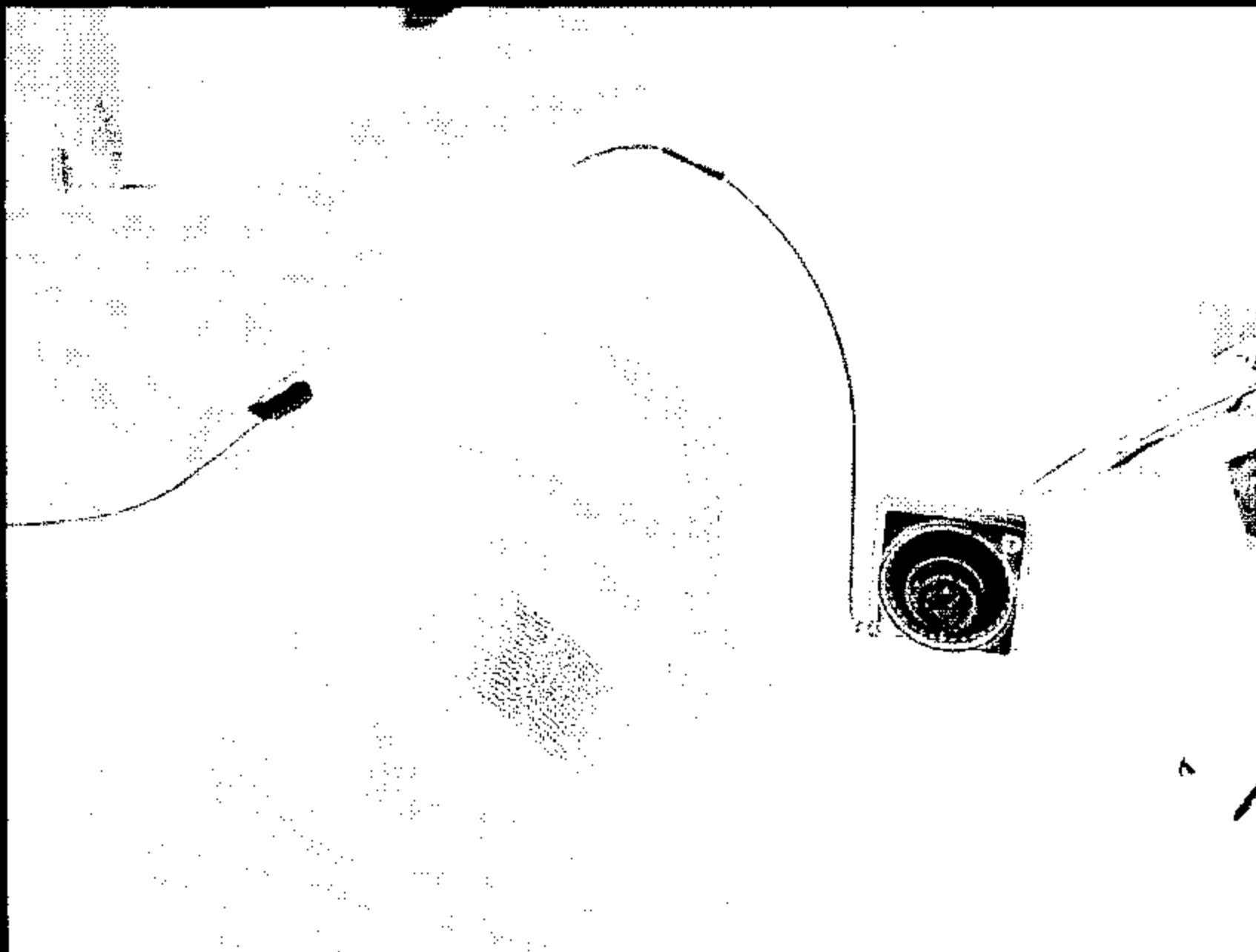
FIGURE 5.27  
ROW 2, RIGHT SIDE OUTBOARD CRF  
MEASUREMENT



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

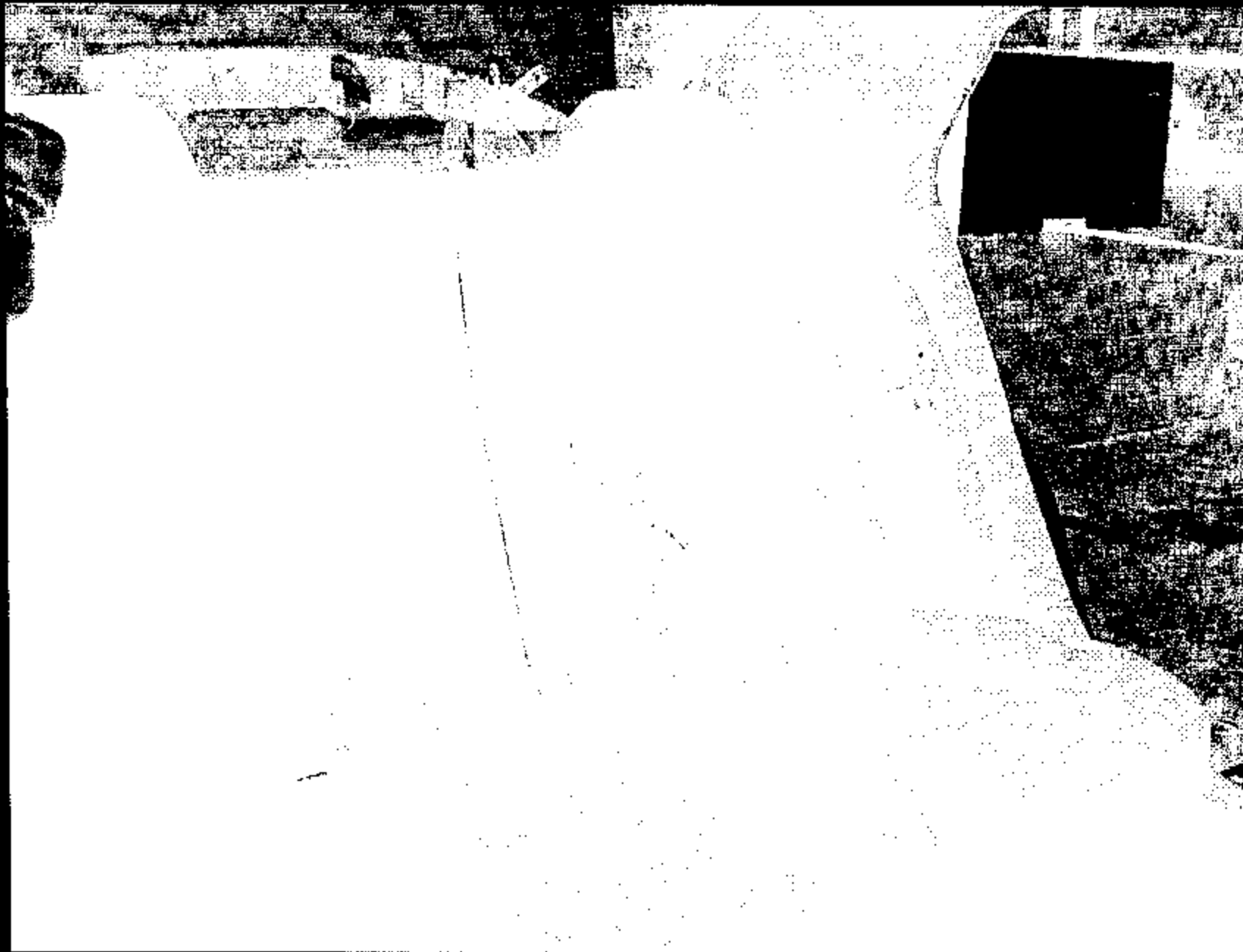
FIGURE 5.28  
ROW 2, LEFT SIDE WITH 2-D TEMPLATE





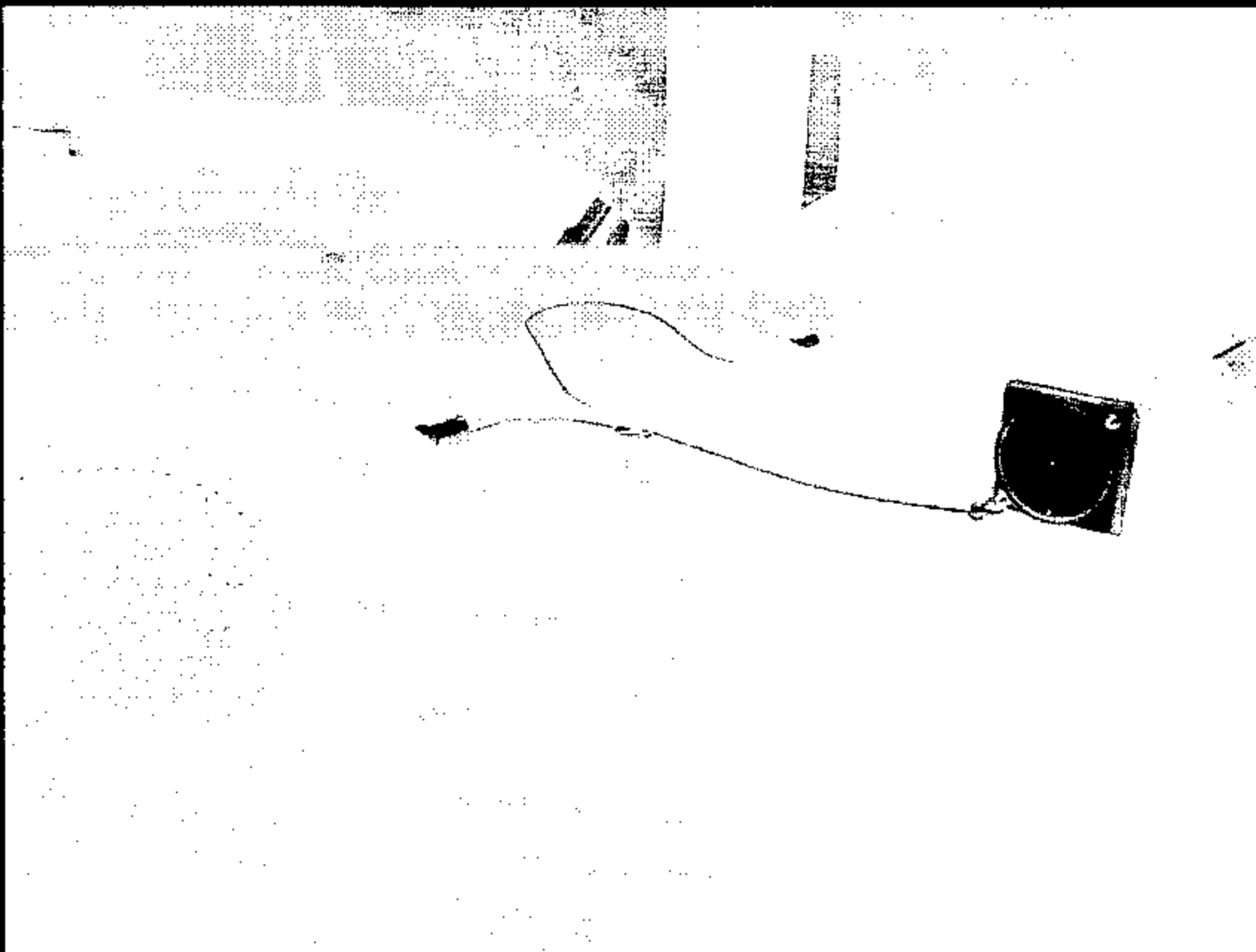
2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.29  
ROW 2, LEFT SIDE TOP TETHER ROUTING



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.30  
ROW 2, CENTER WITH 2-D TEMPLATE



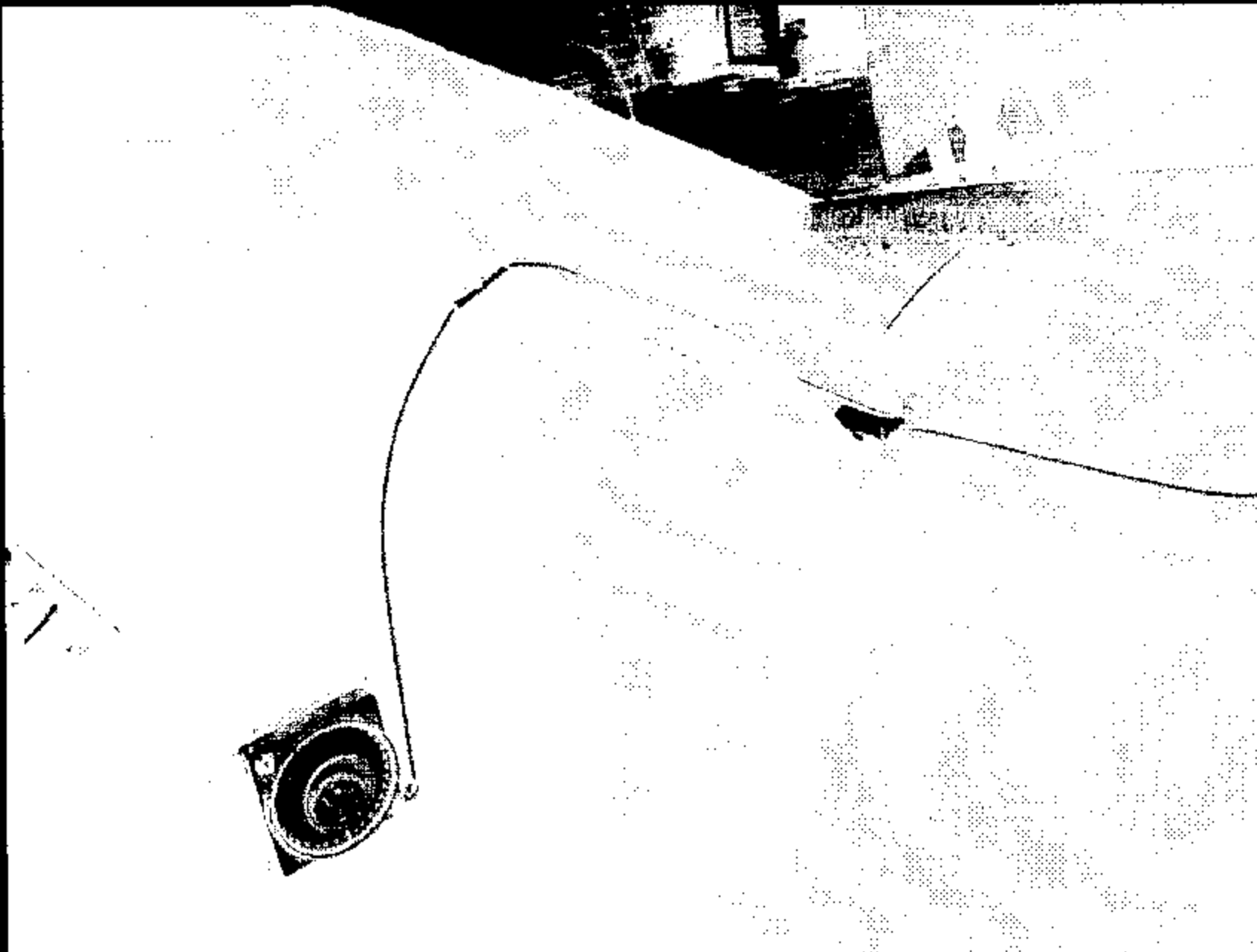
2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.31  
ROW 2, CENTER TOP TETHER ROUTING



2006 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.32  
ROW 2, RIGHT SIDE WITH 2-D TEMPLATE



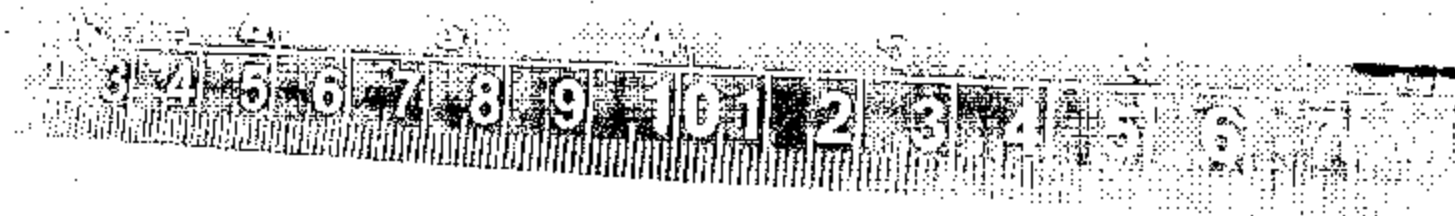
2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.33  
ROW 2, RIGHT SIDE TOP TETHER ROUTING



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.34  
ROW 2, LEFT SIDE LOWER OUTBOARD SRP  
MEASUREMENT

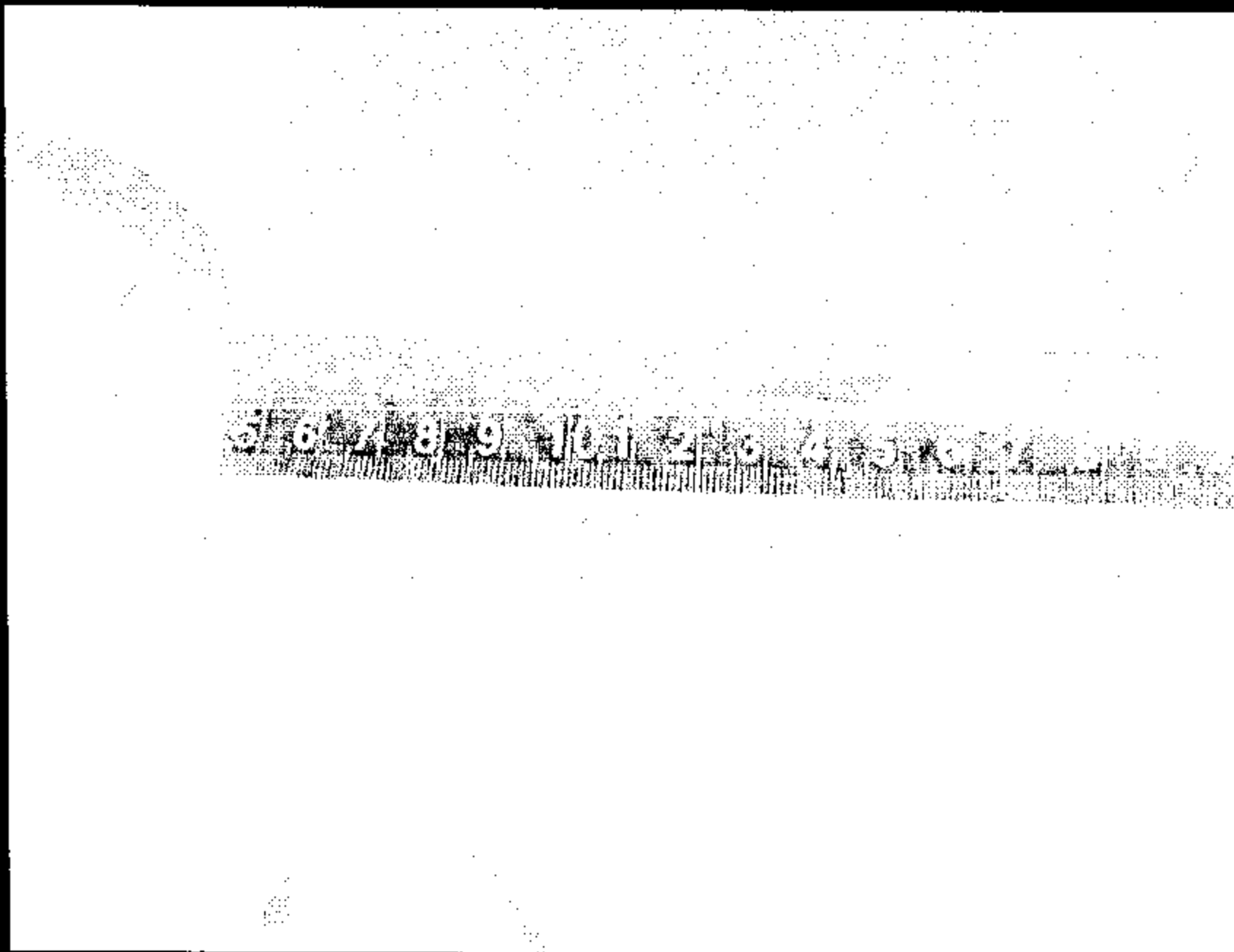


2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.35  
ROW 2, LEFT SIDE LOWER INBOARD SRP  
MEASUREMENT

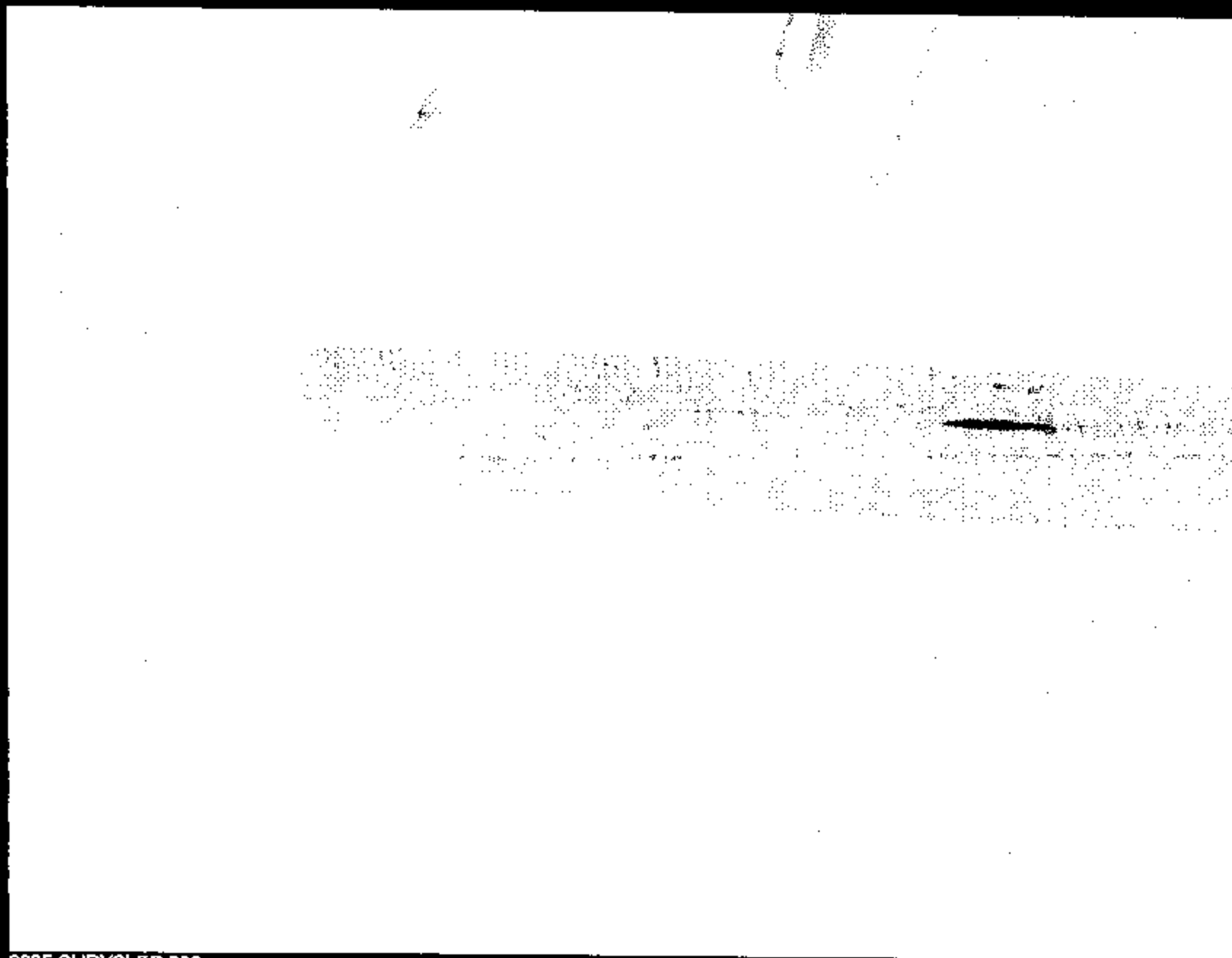






2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.37  
ROW 2 CENTER, LOWER RIGHT SRP MEASURE-  
MENT



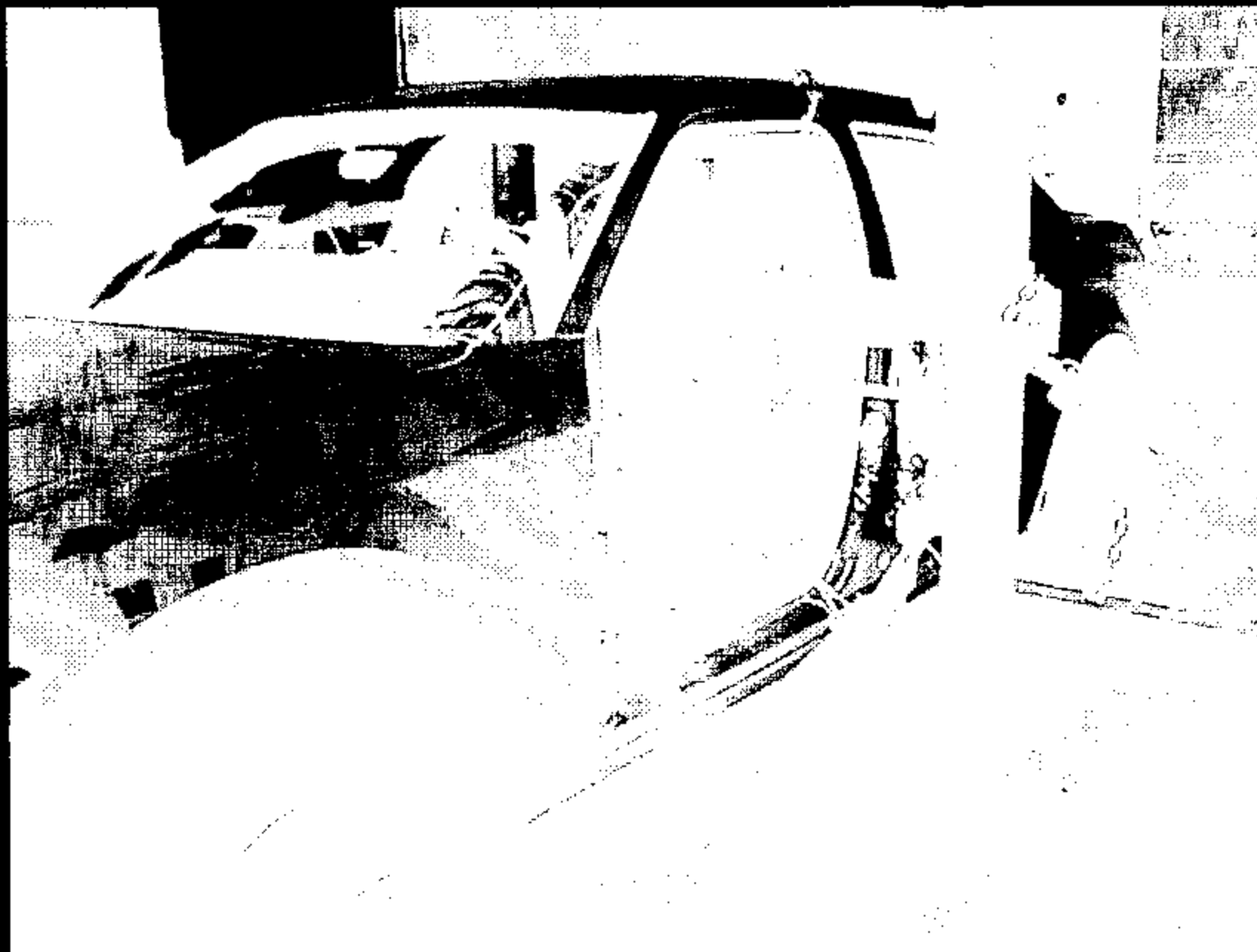
2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.38  
ROW 2, RIGHT SIDE LOWER INBOARD SRP  
MEASUREMENT



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.39  
ROW 2, RIGHT SIDE LOWER OUTBOARD SRP  
MEASUREMENT



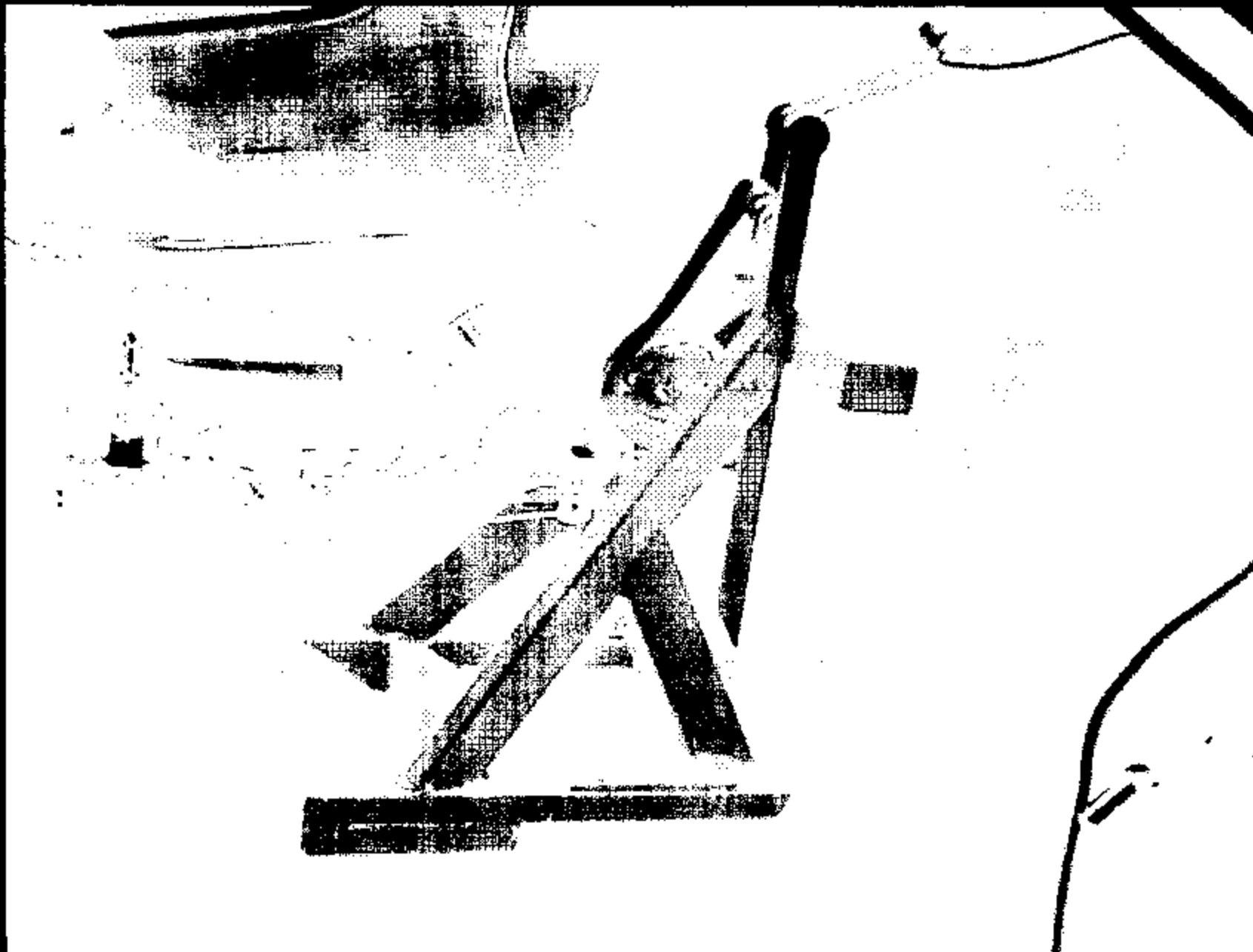
2005 CHRYSLER 300  
NHTSA NO. C503D1  
FMVSS NO. 225

FIGURE 5.40  
¾ LEFT FRONT VIEW OF VEHICLE IN TEST RIG



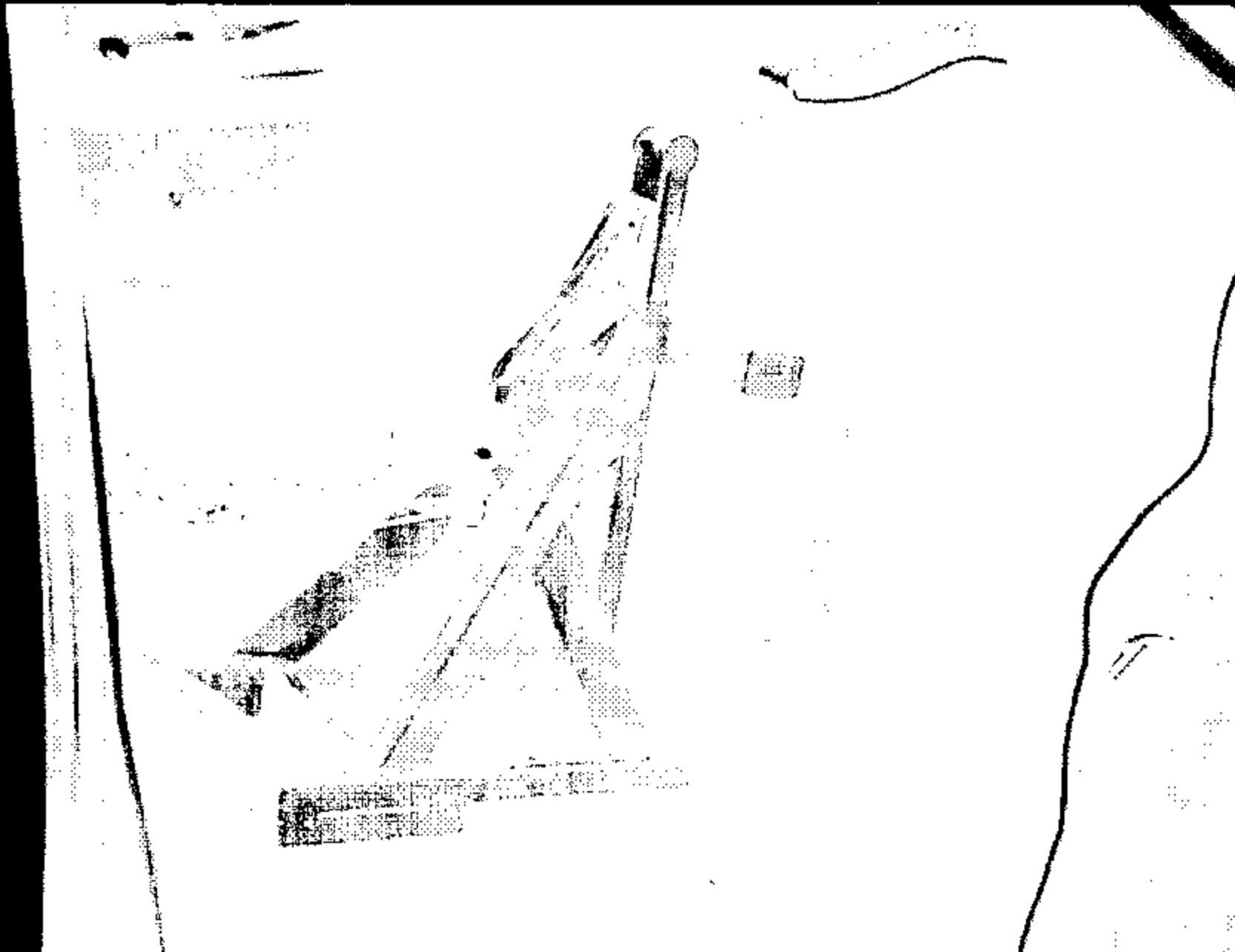
2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.41  
¾ RIGHT FRONT VIEW OF VEHICLE IN TEST RIG



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.42  
PRE-TEST SET-UP ROW 2 CENTER POSITION



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

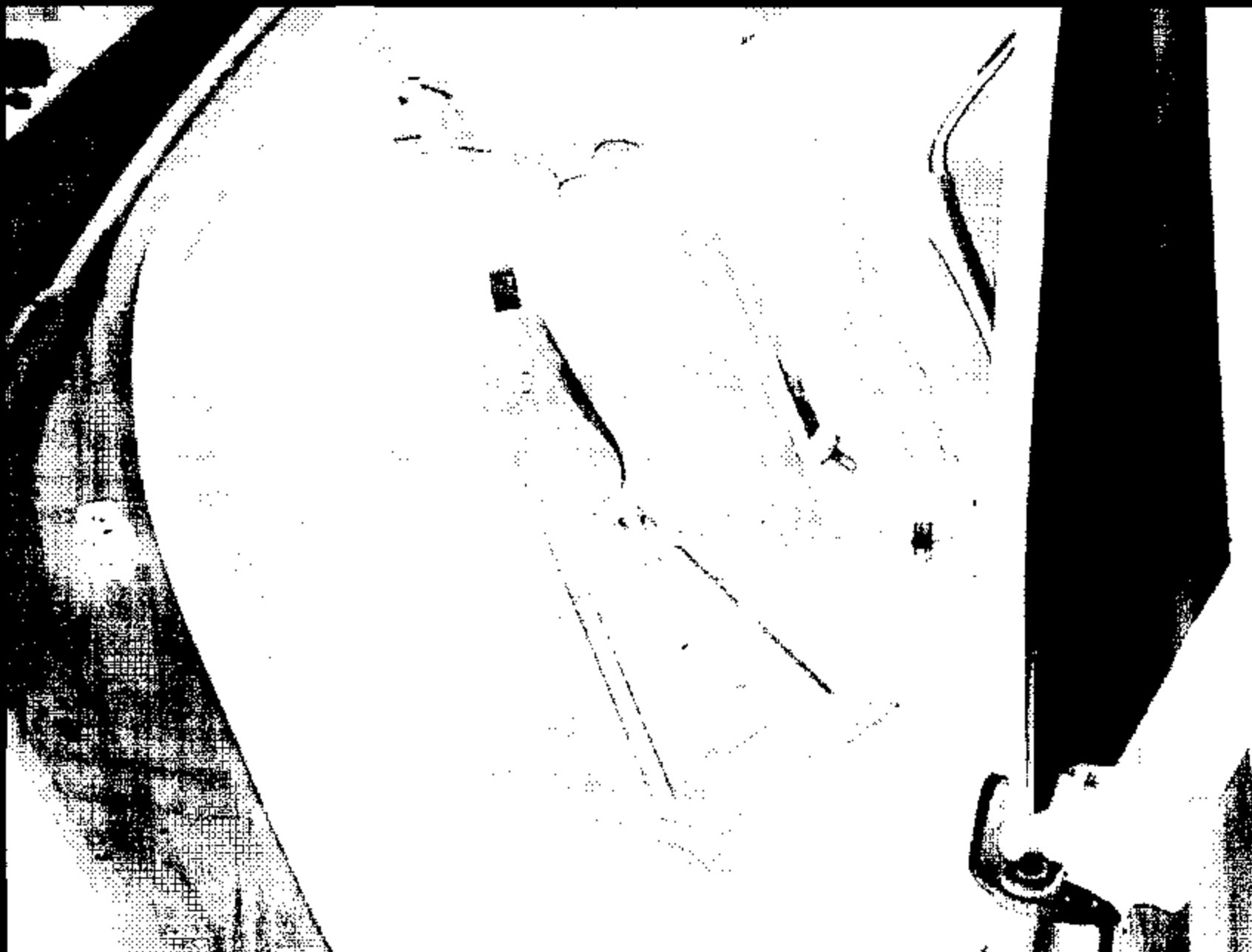
FIGURE 5.43  
POST TEST, ROW 2 CENTER POSITION



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

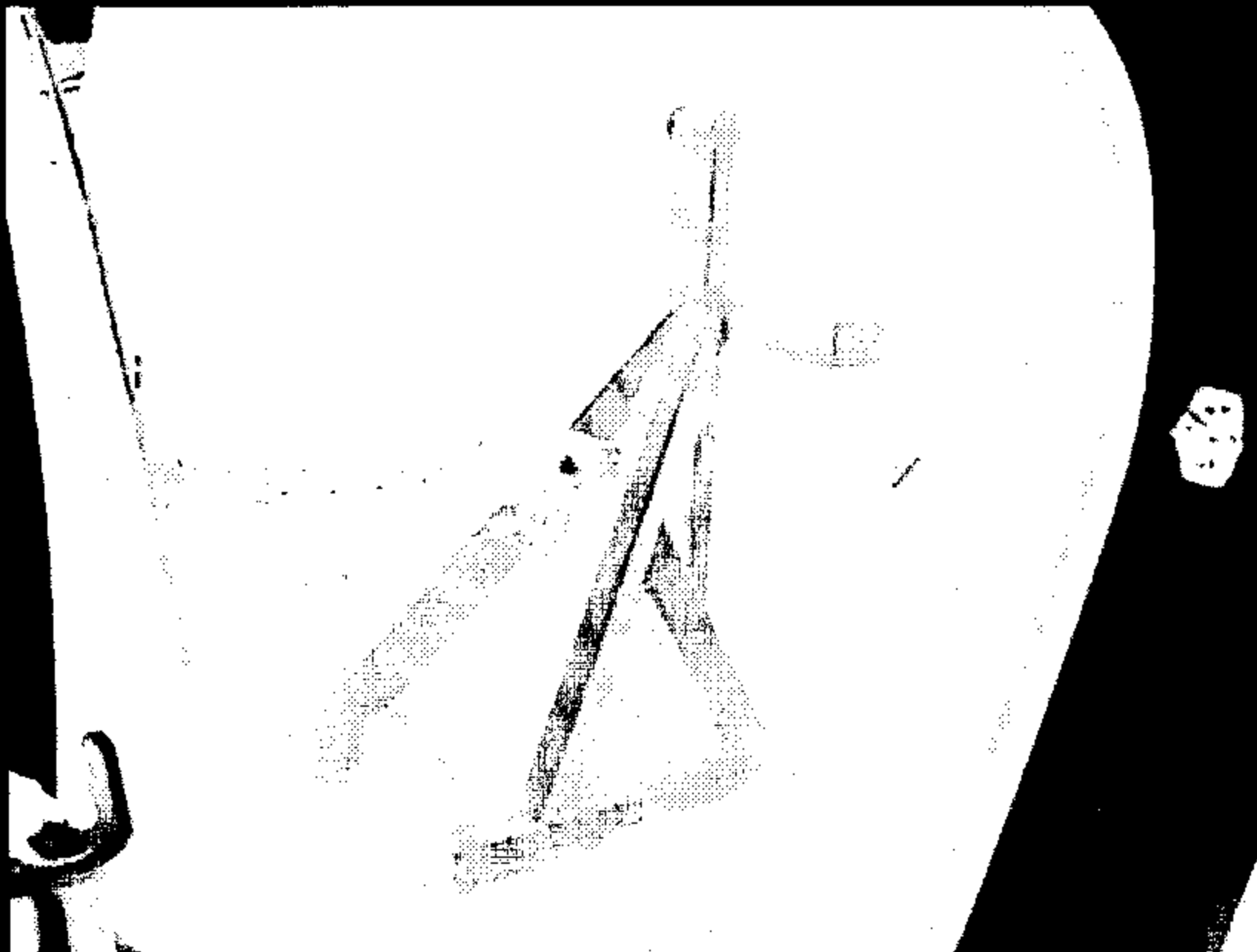
FIGURE 5.44  
PRE-TEST, ROW 2 RIGHT SIDE





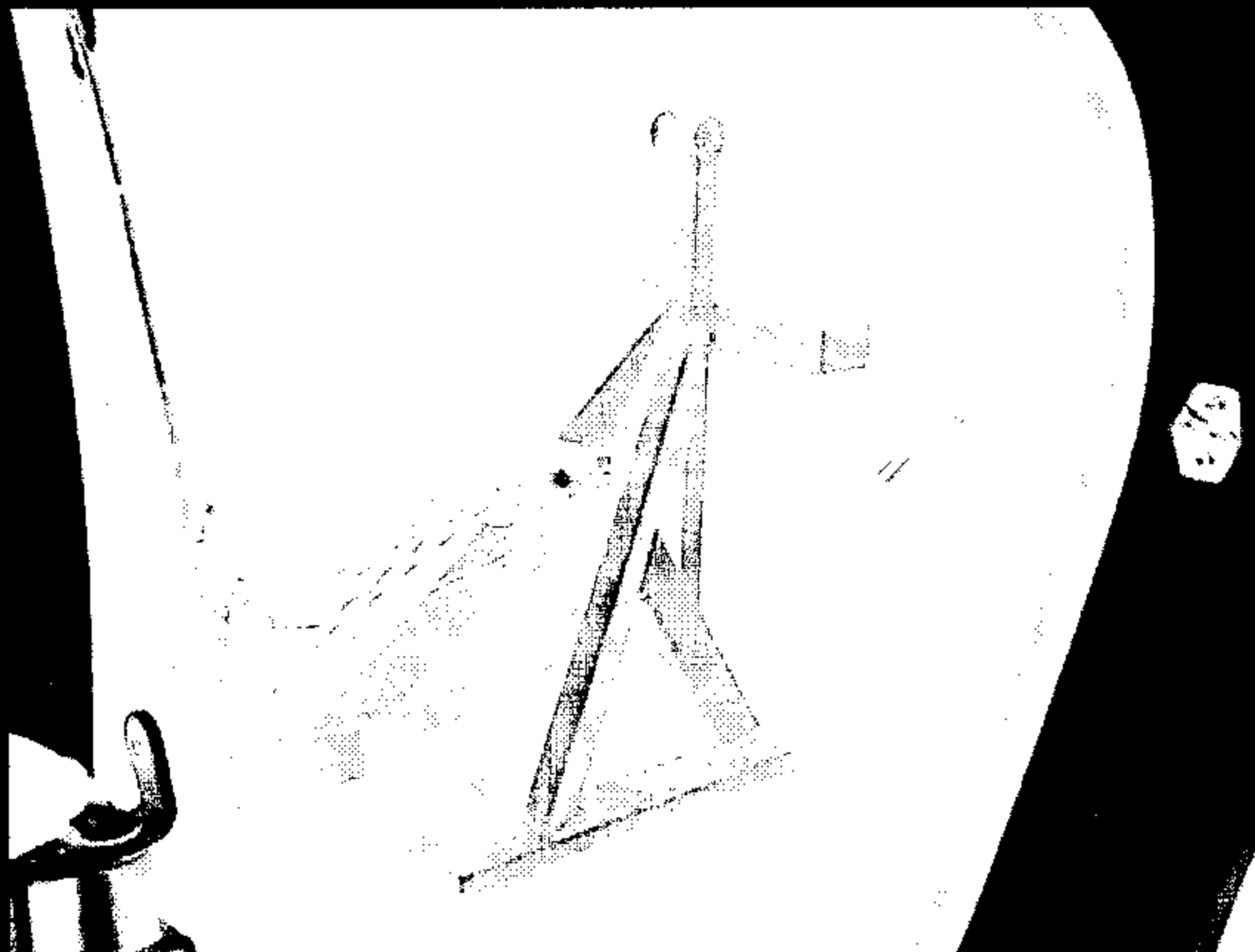
2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.45  
POST TEST, ROW 2 RIGHT SIDE



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

FIGURE 5.46  
PRE-TEST, ROW 2 LEFT SIDE



2005 CHRYSLER 300  
NHTSA NO. C50301  
FMVSS NO. 225

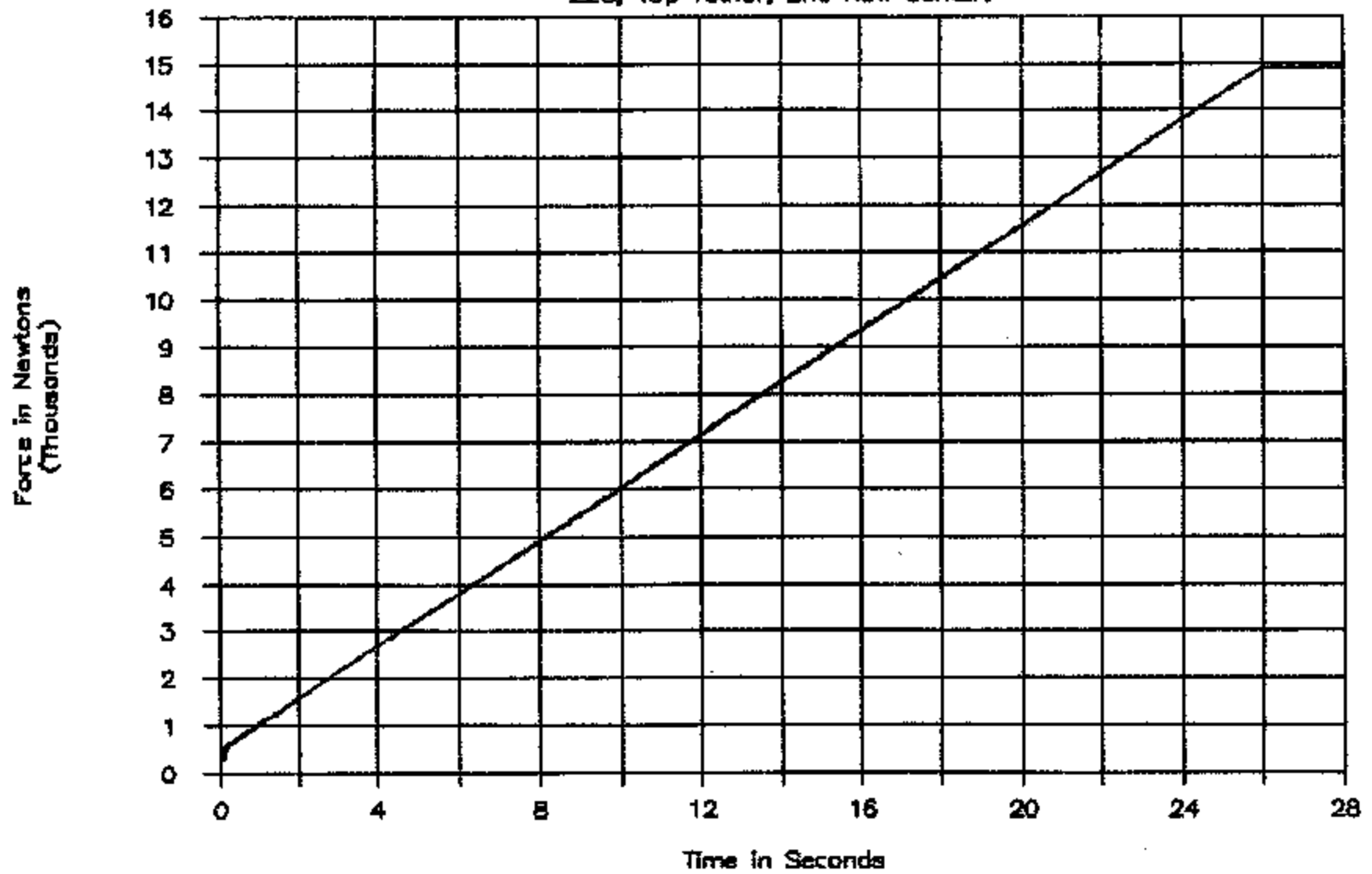
FIGURE 5.47  
POST TEST, ROW 2 LEFT SIDE

## SECTION 6

## PLOTS

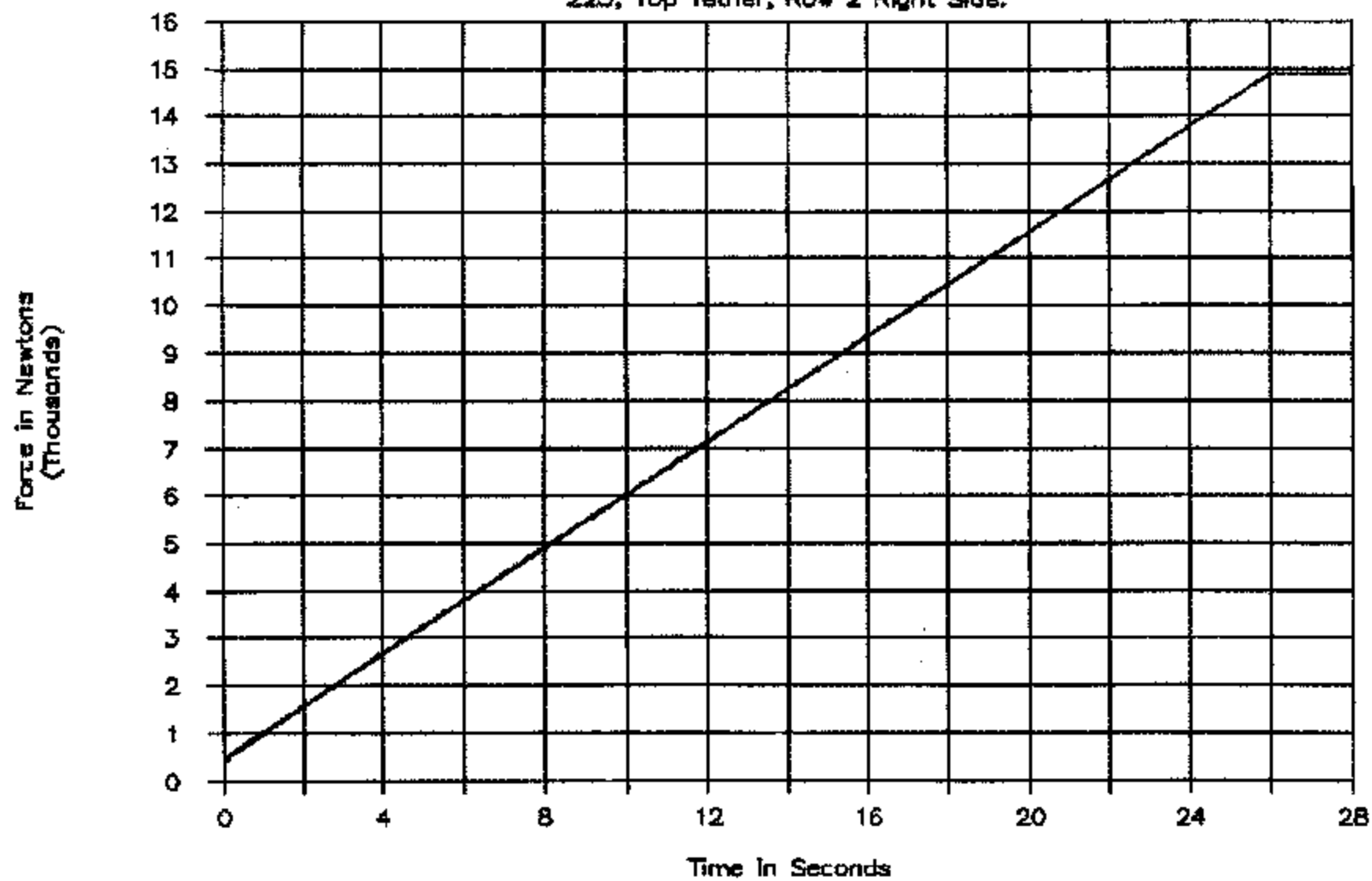
# GTL 5318, NHTSA C50301

225, Top Tether, 2nd Row Center.



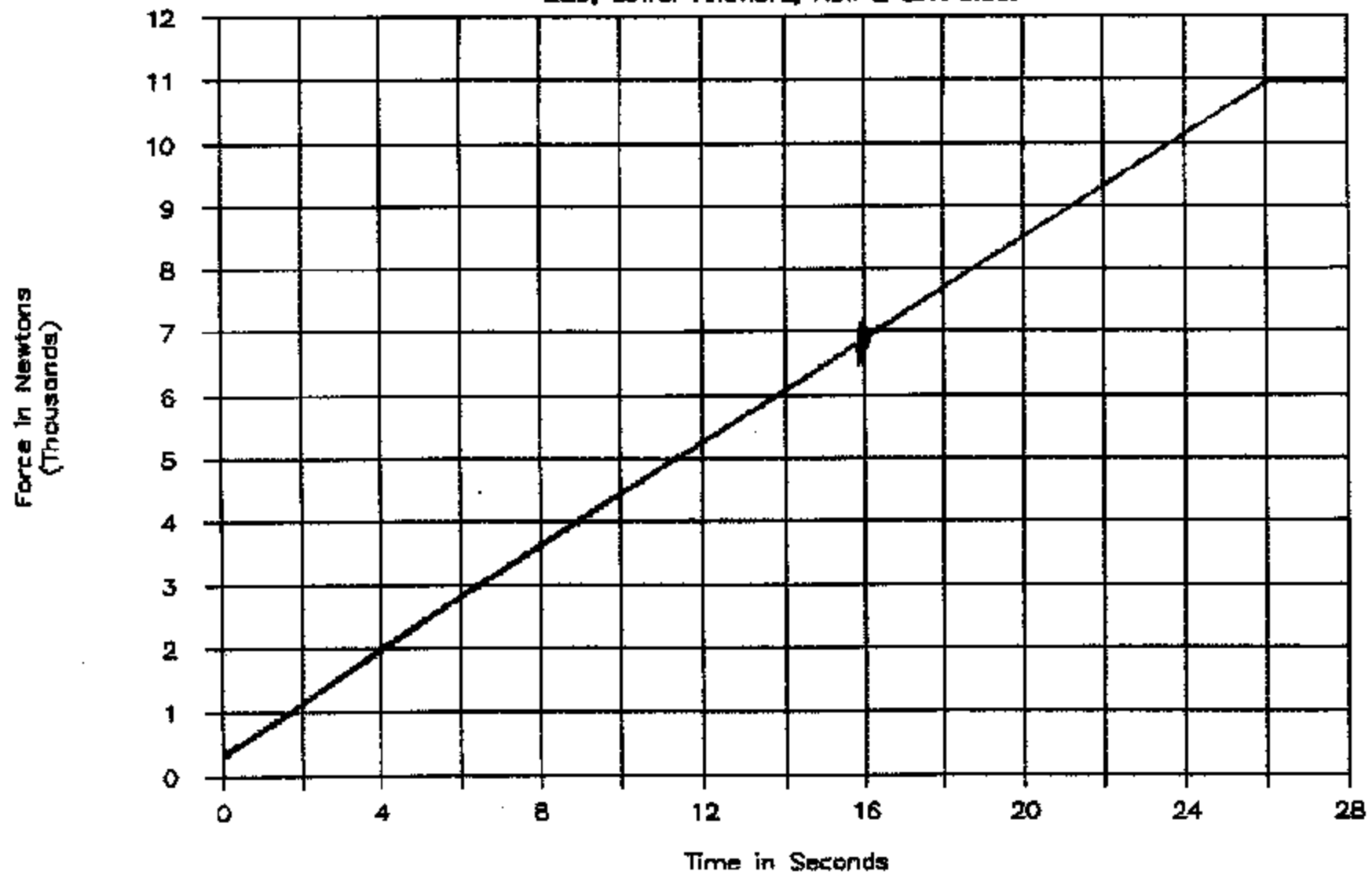
# GTL 5319, NHTSA C50301

225, Top Tether, Row 2 Right Side.



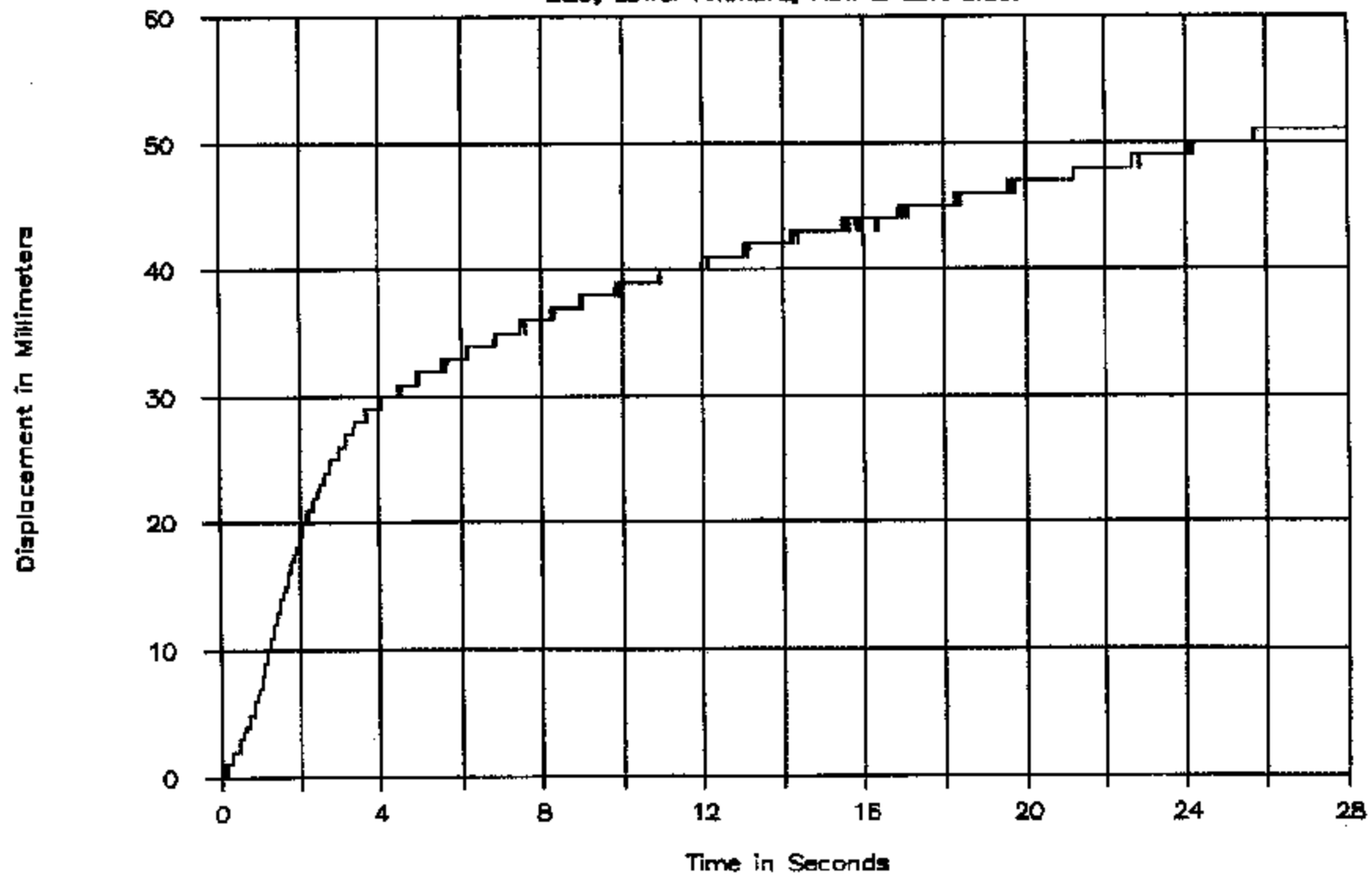
# GTL 5320, NHTSA C50301

225, Lower Anchors, Row 2 Left Side.



GTL 5320, NHTSA C50301

225, Lower Anchors, Row 2 Left Side.





## **APPENDIX A**

### **OWNER'S MANUAL CHILD RESTRAINT INFORMATION**

- Seatbelt status
- Brake status (service and parking brakes)
- Accelerator status (including vehicle speed)
- Engine control status (including engine speed)
- Cruise control status
- Traction/stability control status

#### Child Restraint

Everyone in your vehicle needs to be buckled up all the time, babies and children, too. Every state in the United States and all Canadian provinces require that small children ride in proper restraint systems. This is the law, and you can be prosecuted for ignoring it.

Children 12 years and under should ride properly buckled up in a rear seat, if available. According to crash statistics, children are safer when properly restrained in the rear seats rather than in the front.

In a collision, an unrestrained child, even a tiny baby, can become a missile inside the vehicle. The force required to hold even an infant on your lap could become so great that you could not hold the child, no matter how strong you are. The child and others could be badly injured. Any child riding in your vehicle should be in a proper restraint for the child's size.

There are different sizes and types of restraints for children from newborn size to the child almost large enough for an adult safety belt. Always check the child seat Owner's Manual to ensure you have the right seat for your child. Use the restraint that is correct for your child:

#### Infants and Child Restraints

- Safety experts recommend that children ride rearward-facing in the vehicle until they are at least

one year old and weigh at least 9 kg (20 lbs). Two types of child restraints can be used rearward-facing: infant carriers and "convertible" child seats.

- The infant carrier is only used rearward-facing in the vehicle. It is recommended for children who weigh up to about 20 lbs (9 kg). "Convertible" child seats can be used either rearward-facing or forward-facing in the vehicle. Convertible child seats often have a higher weight limit in the rearward-facing direction than infant carriers do, so they can be used rearward-facing by children who weigh more than 20 lbs (9 kg) but are less than one year old. Both types of child restraints are held in the vehicle by the lap/shoulder belt or the LATCH child restraint anchorage system. (See the LATCH — Child Seat Anchorage System section.)
- Rearward-facing child seats must **NEVER** be used in the front seat of a vehicle with the front passenger airbag unless the airbag is turned off. An airbag deployment could cause severe injury or death to infants in this position.

#### WARNING!

- Improper installation can lead to failure of an infant or child restraint. It could come loose in a collision. The child could be badly injured or killed. Follow the manufacturer's directions exactly when installing an infant or child restraint.
- A rearward facing child restraint should only be used in a rear seat. A rearward facing child restraint in the front seat may be struck by a deploying passenger airbag which may cause severe or fatal injury to the infant.

2

Here are some tips on getting the most out of your child restraint:

- Before buying any restraint system, make sure that it has a label certifying that it meets all applicable Safety Standards. We also recommend that you make sure that you can install the child restraint in the vehicle where you will use it before you buy it.

- The restraint must be appropriate for your child's weight and height. Check the label on the restraint for weight and height limits.
- Carefully follow the instructions that come with the restraint. If you install the restraint improperly, it may not work when you need it.
- Buckle the child into the seat according to the child restraint manufacturer's directions.
- When your child restraint is not in use, secure it in the vehicle with the seat belt or remove it from the vehicle. Do not leave it loose in the vehicle. In a sudden stop or collision, it could strike the occupants or seat backs and cause serious personal injury.

**NOTE:** For additional information refer to [www.seatcheck.org](http://www.seatcheck.org) or call 1-866-SEATCHECK.

### Older Children and Child Restraints

Children who weigh more than 20 lbs (9 kg) and who are older than one year can ride forward-facing in the vehicle. Forward-facing child seats and convertible child seats used in the forward-facing direction are for children who weigh 20 to 40 lbs (9 to 18 kg) and who are older than one year. These child seats are also held in the vehicle by the lap/shoulder belt or the LATCH child restraint anchorage system. (See the LATCH — Child Seat Anchorage System Section.)

The belt-positioning booster seat is for children weighing more than 40 lbs (18 kg), but who are still too small to fit the vehicle's seat belts properly. If the child cannot sit with knees bent over the vehicle's seat cushion while the child's back is against the seat back, they should use a belt-positioning booster seat. The child and belt-positioning booster seat are held in the vehicle by the lap/shoulder belt.

### Children Too Large For Booster Seats

Children who are large enough to wear the shoulder belt comfortably, and whose legs are long enough to bend over the front of the seat when their back is against the seat back, should use the lap/shoulder belt in a rear seat.

- Make sure that the child is upright in the seat.
- The lap portion should be low on the hips and as snug as possible.
- Check belt fit periodically. A child's squirming or slouching can move the belt out of position.
- If the shoulder belt contacts the face or neck, move the child closer to the center of the vehicle. Never allow a child to put the shoulder belt under an arm or behind their back.

### LATCH — Child Seat Anchorage System (Lower Anchors and Tether for Children)

Your vehicle's rear seat is equipped with the child restraint anchorage system called LATCH. The LATCH system provides for the installation of the child restraint without using the vehicle's seat belts, instead securing the child restraint using lower anchorages and upper tether straps from the child restraint to the vehicle structure.

LATCH-compatible child restraint systems are now available. However, because the lower anchorages are to be introduced over a period of years, child restraint systems having attachments for those anchorages will continue to also have features for installation using the vehicle's seat belts. Child restraints having tether straps and hooks for connection to the top tether anchorages have been available for some time. For some older child restraints, many child restraint manufacturers offer add-on tether strap kits or retro-fit kits. You are urged to take advantage of all the available attachments provided with your child restraint in any vehicle.

All three rear seating positions have lower anchorages that are capable of accommodating LATCH-compatible child seats. You should **NEVER** install LATCH-compatible child seats such that two seats share a common lower anchorage. If installing child seats in adjacent rear-seating positions or if your child restraints are not LATCH-compatible, install the restraints using the vehicle's seat belts.



### Installing the LATCH-Compatible Child Restraint System

We urge that you carefully follow the directions of the manufacturer when installing your child restraint. Not all child restraint systems will be installed as described here. Again, carefully follow the installation instructions that were provided with the child restraint system.

The rear seat lower anchorages are round bars, located at the rear of the seat cushion where it meets the seat back, and are just visible when you lean into the rear seat to install the child restraint. You will easily feel them if you run your finger along the intersection of the seatback and seat cushion surfaces.



In addition, there are tether strap anchorages behind each rear seating position located in the panel between the rear seat back and the rear window. These tether strap anchorages are under a plastic cover with this symbol on it.

Many, but not all restraint systems will be equipped with separate straps on each side, with each having a hook or connector for attachment to the lower anchorage and a

means of adjusting the tension in the strap. Forward-facing toddler restraints and some rear-facing infant restraints will also be equipped with a tether strap, a hook for attachment to the tether strap anchorage and a means of adjusting the tension of the strap.

You will first loosen the adjusters on the lower straps and on the tether strap so that you can more easily attach the hooks or connectors to the vehicle anchorages. Next attach the lower hooks or connectors over the top of the seat cover material. Then rotate the tether anchorage cover directly behind the seat where you are placing the child restraint and attach the tether strap to the anchorage, being careful to route the tether strap to provide the most direct path between the anchor and the child restraint. If your vehicle is equipped with adjustable rear head restraints, raise the head restraint and, where possible, route the tether strap under the head restraint and between the two posts. If not possible, lower the head restraint and route the tether strap around the outboard side of the head restraint. Finally, tighten all three straps as you push the child restraint rearward and downward into the seat, removing slack in the straps according to the child restraint manufacturer's instructions.

### WARNING!

Improper installation of a child restraint to the LATCH anchorages can lead to failure of an infant or child restraint. The child could be badly injured or killed. Follow the manufacturer's directions exactly when installing an infant or child restraint.

2

### Installing Child Restraints Using the Vehicle Seat belt

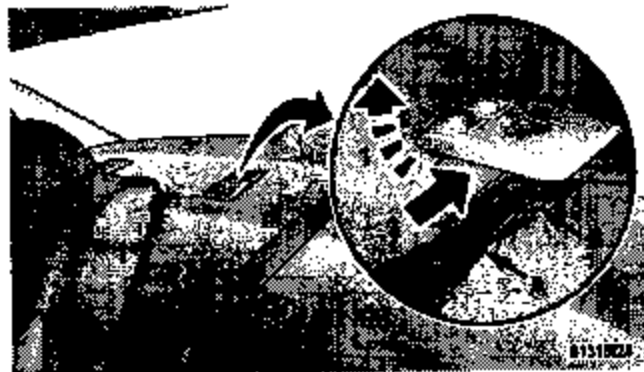
The passenger seat belts are equipped with cinching latch plates which are designed to keep the lap portion tight around the child restraint so that it is not necessary to use a locking clip. Pulling up on the shoulder portion of the lap/shoulder belt will tighten the belt. The cinching latch plate will keep the belt tight, however, any seat belt system will loosen with time, so check the belt occasionally and pull it tight if necessary.

In the rear seat, you may have trouble tightening the lap/shoulder belt on the child restraint because the buckle or latch plate is too close to the belt path opening on the restraint. Disconnect the latch plate from the buckle and twist the short buckle-end belt several times to shorten it. Insert the latch plate into the buckle with the release button facing out.

If the belt still can't be tightened, or if by pulling and pushing on the restraint loosens the belt, you may need to do something more. Disconnect the latch plate from the buckle, turn the buckle around, and insert the latch plate into the buckle again. If you still can't make the child restraint secure, try a different seating position.

To attach a child restraint tether strap:

1. Rotate the cover over the anchor directly behind the seat where you are placing the child restraint.



2. Route the tether strap to provide the most direct path for the strap between the anchor and the child seat. If your vehicle is equipped with adjustable rear head restraints, raise the head restraint and, where possible, route the tether strap under the head restraint and between the two posts. If not possible, lower the head restraint and pass the tether strap around the outboard side of the head restraint.

3. Attach the tether strap hook (A) of the child restraint to the anchor (B) and remove slack in the tether strap according to the child restraint manufacturer's instructions.

#### WARNING!

An incorrectly anchored tether strap could lead to increased head motion and possible injury to the child. Use only the anchor positions directly behind the child seat to secure a child restraint top tether strap.

#### Transporting Pets

Airbags deploying in the front seat could harm your pet. An unrestrained pet will be thrown about and possibly injured, or injure a passenger during panic braking or in a collision.

Pets should be restrained in the rear seat in pet harnesses or pet carriers that are secured by seat belts.

#### ENGINE BREAK-IN RECOMMENDATIONS

A long break-in period is not required for the engine in your new vehicle.

Drive moderately during the first 300 miles (500 km). After the initial 60 miles (100 km), speeds up to 50 or 55 mph (80 or 90 km/h) are desirable.

While cruising, brief full-throttle acceleration, within the limits of local traffic laws, contributes to a good break-in. Wide open throttle acceleration in low gear can be detrimental and should be avoided.

The engine oil installed in the engine at the factory is a high quality energy conserving type lubricant. Oil changes should be consistent with anticipated climate conditions under which vehicle operations will occur. The recommended viscosity and quality grades are shown in Section 7 of this manual. NON-DETERGENT OR STRAIGHT MINERAL OILS MUST NEVER BE USED.

**APPENDIX B**  
**MANUFACTURER'S DATA**

**SEAT REFERENCE POINT (SRP) AND TORSO ANGLE DATA  
FOR FMVSS 225  
(All dimensions in mm<sup>1</sup>)**

Model Year: 2005 Make: Chrysler Model: 300 Body Style: Sedan  
 Seat Style: Front Row: ALL Second Row: ALL Third Row: N/A

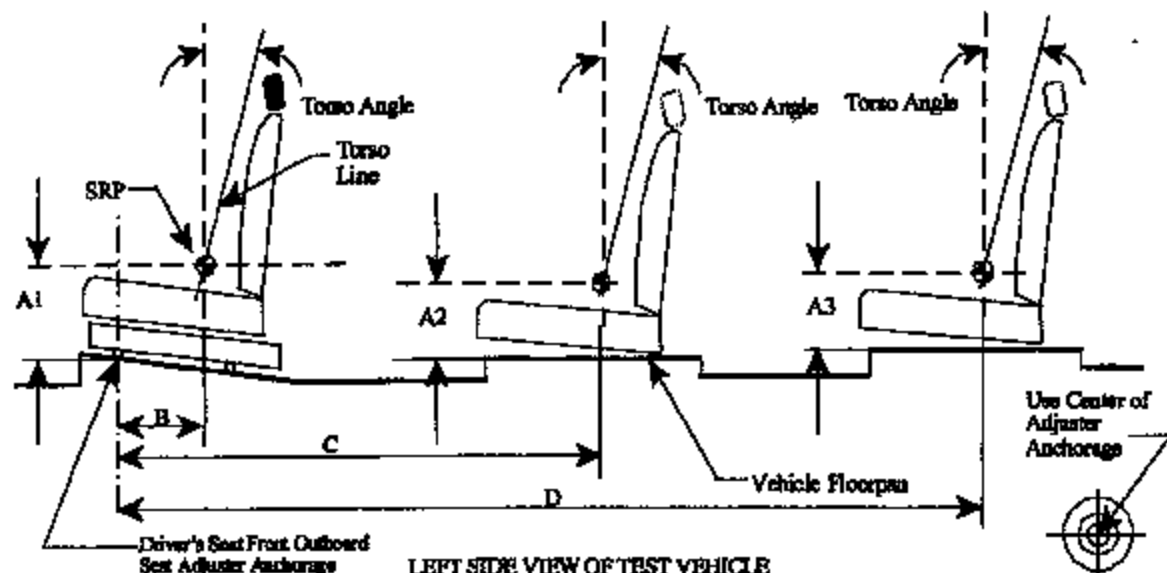


Table 1. Seating Positions<sup>1</sup> and Torso Angles

		Left (Driver Side)	Center (if any)	Right
A1		(Driver)	N/A	222.17
A2		109.35	158.35	109.35
A3		N/A	N/A	N/A
B		298.24	N/A	298.24
C		1199.24	1164.24	1199.24
D		N/A	N/A	N/A
Torso Angle (degree)	Front Row	24	N/A	24
	Second Row	27	<del>N/A</del> 27	27
	Third Row	N/A	N/A	N/A

Note: 1. All dimensions are in mm. If not, provide the unit used.